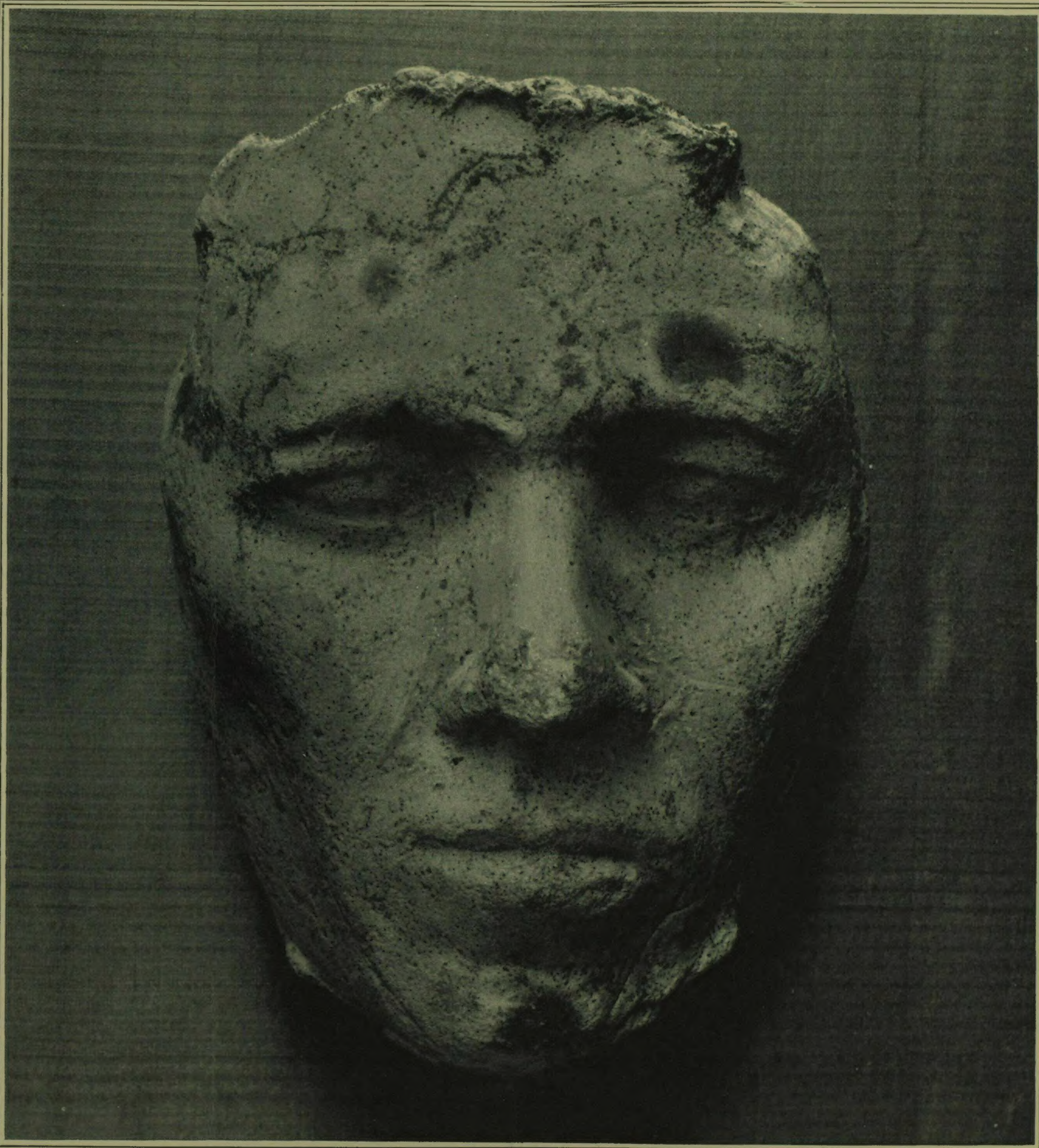


# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, MARCH 19, 1927.

*The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.*



## A GREAT PHARAOH'S ACTUAL FEATURES: A CAST BELIEVED TO BE THE DEATH-MASK OF AMENHOTEP III.

Elsewhere in this number we illustrate a remarkable series of ancient Egyptian portrait casts, dating from the fourteenth century B.C., discovered in the ruins of a sculptor's studio at Tell-el-Amarna, the site of the capital city built by the Heretic Pharaoh, Akhenaten, father-in-law of Tutankhamen. Along with the photographs we give a descriptive article by Dr. H. R. Hall, Keeper of Egyptian and Assyrian Antiquities at the British Museum. "Some of these casts," he says, "are from the living, others from the dead model; others, again, are

apparently casts from statues. The whole formed a collection of portraits of great personages of the sculptor's time, for use in his work of official portraiture." The above example is described by Dr. Hall as "the extraordinarily impressive cast from the dead subject, in all probability the death-mask of the great King Amenhotep III., 'the Magnificent.'" He was the father of Akhenaten. The casts were found by German archæologists in 1913, and are little known here. The photographs are given by courtesy of the Berlin Museum.



## A 3000-YEARS-OLD EGYPTIAN PORTRAIT GALLERY: CASTS OF THE LIVING AND THE DEAD FROM "THE HOUSE OF THE SCULPTOR," AT TELL-EL-AMARNA.

*By Dr. H. R. HALL, M.A., D.Litt., F.S.A., Keeper of Egyptian and Assyrian Antiquities in the British Museum.*

AMONG the amazing treasures of art which the German *Orient-Gesellschaft* brought back to the Berlin Museum from the excavations at Tell-el-Amarna, in 1913, may be specially mentioned the series of ancient portrait-casts which were found in the "House of the Sculptor," in the studio of Thutmose, one of the ancient artist-craftsmen of the time of the heretic King Akhenaten, the father-in-law of Tutankhamen (c. 1370 B.C.). Some of these are from the living, others from the dead model; others, again, are apparently casts of statue-faces. They are often most carefully worked over, to show hair and wrinkles, to make the eyes more definite, and so on. The whole formed a collection of portraits of great personages of the sculptor's time, for his use in his work of official portraiture. After such casts were actual statue portraits fashioned. Most of them represent personages unknown to us, though we might find, if their real names could be

portrait of Akhenaten. Figs. 2 and 3, both young girls with rosette ear-studs in their ears, and one (Fig. 2) with the lowest rows of the curls of her wig appearing in the cast across her forehead, are probably princesses: possibly they are both

portraits of the same person, one (Fig. 3) from a statue, the other (Fig. 2) from life.

A very remarkable cast, certainly from the living model, is that of a thin-lipped elderly woman (Fig. 1), which has been considerably touched-up by the sculptor to emphasise the resemblance to the original, which we can hardly doubt was striking. One cast may be a court eunuch; and Figs. 8, 9, and 10 are portraits of noble or priestly Egyptians, of which two (Figs. 8 and 9) are certainly casts from the living, as is also a remarkable portrait with heavily-lined cheeks and sunken eyes. It is a pity that it is so damaged. Then, in Fig. 7 we have a portrait, also probably from the life, of a man who may be a foreigner, a probability enhanced by the fact that he seems to possess longish hair on his head, whereas the Egyptian men usually shaved their heads.



FIG. 2. A CAST FROM LIFE: A PRINCESS WITH A FRINGED WIG AND ROSETTE EAR-STUDS, PERHAPS THE SUBJECT OF THE STATUE HEAD IN FIG. 3.

revealed to us, that we did know some of them at least from the deciphered records of the time.

Of those we do know, the most notable is King Akhenaten, the heretic himself, of whom a most remarkable portrait is the cast from a statue shown on page 471 (Fig. 5). It represents him as a young man, before disease probably, or lunacy, had set its mark on him, and had made him the hideous person one sees in later portraits. The full-face head (Fig. 6) is probably, judging from the resemblance, a portrait of his father, Amenhotep III., in the earlier years of his reign (also from a statue). It may be compared with the extraordinarily impressive cast (see front page) from the dead subject, which is in all probability the death-mask of the great King Amenhotep III., "the Magnificent," himself.

Other persons who can with certainty be identified as royal there are none; but Fig. 4, which Dr. Schaefer, the keeper of the Egyptian collection at Berlin, thinks is probably taken from the living subject, is considered by him to be possibly King Ai, or Eyi, the successor of Tutankhamen. This is a very curious head, high and narrow and extremely unintelligent in expression, at any rate in comparison with the extraordinarily intelligent face of the young



FIG. 1. "A VERY REMARKABLE CAST, CERTAINLY FROM THE LIVING MODEL": A HEAD OF A THIN-LIPPED ELDERLY WOMAN.



FIG. 3. A CAST FROM A STATUE: THE HEAD OF A PRINCESS, PERHAPS THE SAME GIRL REPRESENTED BY THE LIFE-CAST IN FIG. 2.

He may be, judging from his somewhat truculent expression, one of the royal Shardana guard (from Asia Minor).

The same foreign impression is given in even a stronger measure by the head (Fig. 13), a cast from the living, which represents a young man or woman (it is uncertain which) with pierced ears (characteristic of both sexes at the time) and long hair. This face is not that of an Egyptian or a Semite. It is that of a Northerner; it is a "Nordic" type. And even more interesting is the beautiful cast from the living face of a middle-aged woman (Figs. 11 and 12), of which both a full-face and profile view are shown. This is no Egyptian woman; there never was any Egyptian woman like her, or Syrian or other Semite either. She is a European. It is a type that one meets with constantly in Greece and Italy and Southern France. I believe that we have here a contemporary facsimile portrait, taken from her own face, of some Minoan Cretan or Keftian lady belonging to the royal harem.

These heads form a most extraordinary portrait-gallery of the fourteenth century B.C.; we can only lament that, with the exception of the two kings, we do not know with certainty who any of them were!

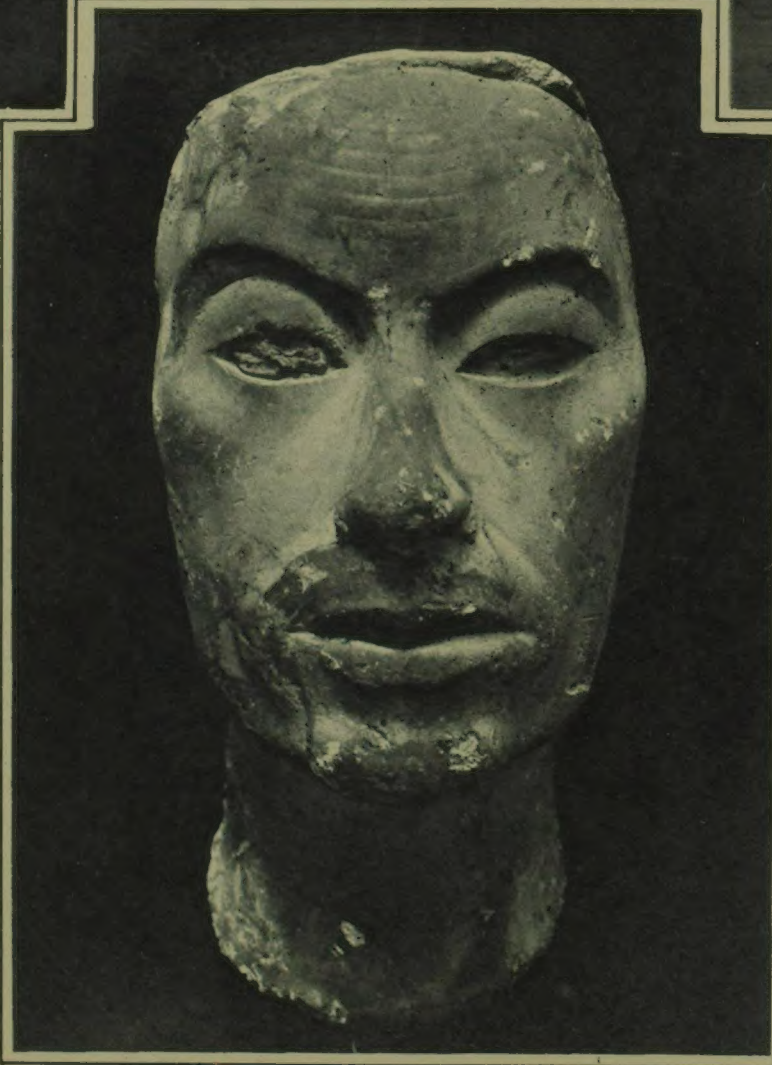


FIG. 4. POSSIBLY A LIFE-MASK OF KING AI (OR EYI), THE SUCCESSOR OF TUTANKHAMEN: "A VERY CURIOUS HEAD, HIGH AND NARROW, AND EXTREMELY UNINTELLIGENT IN EXPRESSION."



# PORTRAITS OF 1370 B.C.: CASTS FROM AN EGYPTIAN STUDIO.



FIG. 5. TUTANKHAMEN'S FATHER-IN-LAW AS A YOUNG MAN: A PORTRAIT CAST FROM A STATUE OF AKHENATEN.



FIG. 6. PROBABLY AN EARLY PORTRAIT OF AMENHOTEP III., FATHER OF AKHENATEN (SEE FIG. 5): A CAST FROM A STATUE.



FIG. 7. POSSIBLY AN ASIATIC, HAVING LONG HAIR, UNLIKE THE SHAVEN HEADS OF EGYPTIANS: A CAST PROBABLY FROM LIFE.



FIG. 8. TAKEN FROM THE LIVING FACE: A PORTRAIT-CAST OF A NOBLE OR PRIESTLY EGYPTIAN OF THE FOURTEENTH CENTURY B.C.



FIG. 9. A CAST TAKEN FROM A LIVING FACE: THE HEAD OF A NOBLE OR PRIESTLY EGYPTIAN OF THE TIME OF AKHENATEN.



FIG. 10. A DEATH-MASK TOUCHED UP: A PORTRAIT-CAST OF AN EGYPTIAN PRIEST OR NOBLE OF THE FOURTEENTH CENTURY B.C.



FIG. 11. PROBABLY A MINOAN CRETAN OR KEFTIAN LADY IN THE ROYAL HAREM: A LIFE-CAST OF MEDITERRANEAN TYPE.



FIG. 12. A EUROPEAN WOMAN IN EGYPT IN THE FOURTEENTH CENTURY B.C.: A PROFILE VIEW OF THE CAST IN FIG. 11.



FIG. 13. A EUROPEAN IN EGYPT 3300 YEARS AGO: A LIFE CAST OF NORDIC TYPE, WITH PIERCED EARS AND LONG HAIR.

In his article on the opposite page, Dr. H. R. Hall, Keeper of Egyptian and Assyrian Antiquities at the British Museum, describes the remarkable series of ancient portrait-casts found at Tell-el-Amarna, on the Nile, formerly the capital city of the Heretic Pharaoh, Akhenaten, father-in-law of Tutankhamen. These casts, which date from Akhenaten's time, about 1370 B.C., had been taken some from the living face, some from the dead, and others apparently from statues. They were found in the "House of the Sculptor," the studio of an artist-craftsman of the period named Thutmose, and constitute, as Dr. Hall says, "a most extraordinary portrait-gallery of the fourteenth

century B.C." The most important of them—believed to be the death-mask of Amenhotep III, "the Magnificent," is illustrated on the front page of this number, and four others appear on page 470 opposite. Above we reproduce a further nine examples including (Fig. 5) a cast from an early statue of Akhenaten himself. Particularly interesting are those (Figs. 11, 12, and 13) which indicate the presence of Europeans in Egypt at that remote date. The figures above and on page 470 are numbered to correspond with references in Dr. Hall's article. These casts were found by German archæologists in 1913, and are illustrated by courtesy of the Berlin Museum.





By G. K. CHESTERTON.

IN the matter of scientific discoveries people are beginning to be rather tired of declaring that they are thrilled. A man is almost as weary of saying it is a wonderful invention as of saying it is a fine day. Of course, it is true that the invention is wonderful, just as the fine day is wonderful. But perhaps the most wonderful thing about them is how little they really arouse wonder. It is truly astounding, properly considered, that the weather should ever have come to be called a commonplace topic. Weather, the machinery of all the mythologists, the mother of gods and demons, the background and often the subject matter of all poetry and art, ought to be a conversational topic as dramatic and sensational as any good news or bad. There are whole poems of Shelley that amount to no more than saying it is a fine day. There are vast canvases of Turner of which we can only say, with the proverbial frown of the weather prophet, that it looks like rain. But nothing that looks like rain can be so overwhelming as rain itself, let alone the ancient terrors of storm and flood.

In the cinema there are two things that still give me the thrill of astonishment. One is the application of the motion-picture principle to very plain pictures drawn in line, like those of Felix the Cat. I was born into a world full of photography, and it was a relative though real modification when it became moving photography. But both were in a sense at once too realistic and too unreal. The complete solidity of form and the complete negation of colour made the whole thing a sort of world of its own, like a land of ghosts or a tribe of grey men instead of black men. It did not seem so very odd that, if the ghosts could appear, the ghosts could walk. But a hard black outline on a blank sheet of paper, an arbitrary line drawing such as I could make myself with a pen and ink on the paper in front of me—that *this* thing should come to life was and is a shock to the eye and brain having all the effect of a miracle. That something like a geometrical diagram should take on a personality, should shoot over the page by its own inky vitality, should run races and turn somersaults in its own flat country of two dimensions—this does still startle or stun me like a shot going past my head.

And if we attempt to analyse the nature of that surprise, we may come a little nearer to the nerve of all surprises, and understand why all this modern multiplication of wonders does not always lead to the increase of wonder. It is precisely because the static art, which here becomes a kinetic art, is in its original character not only static but stiff. It is exactly because there is something about such drawings at once archaic and crude, like some rune or rudimentary emblem traced by men of the Stone Age, that it seems so magical that the stone should dance or the rock take to itself wings. A finished picture would never produce this effect; and those popularly called "the pictures" are much too finished pictures. Just as waxworks are worse than statues because they are more like life, so films are more unreal than portraits because they are more like life. As a waxwork

irritates us by having solidity and complexion and everything except movement, so a film finally wearies us by having form and movement and everything except colour. If we wish to awaken the sense of wonder, we must not add further finish to finished pictures, but go back to the primary wonder of there being a picture at all. We must play even the latest scientific conjuring trick with the oldest prehistoric image. In short, the motion picture has to go back to the oldest sort of picture, even in order to reveal the newest sort of motion.

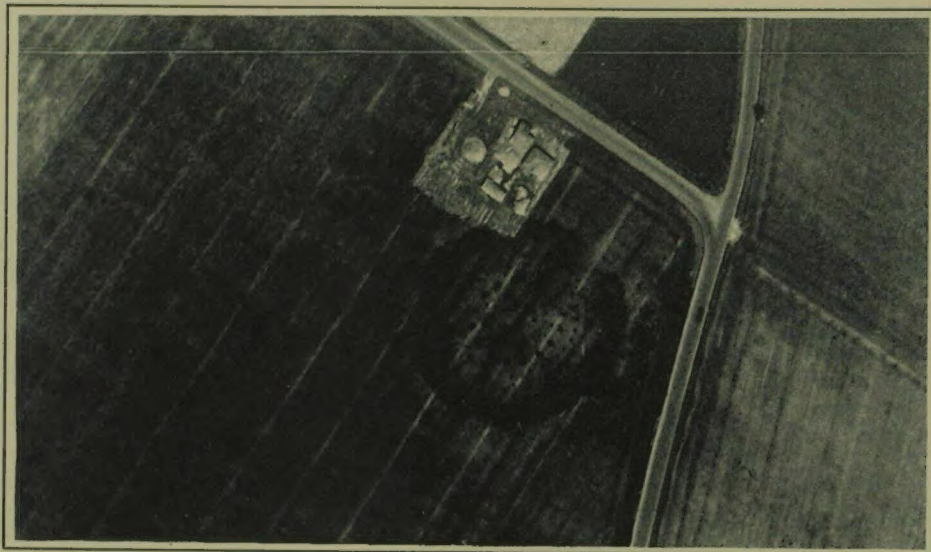
Whirlpool. The same generation that has been proud of plunging into a blank future, with nothing but the naked boast of Futurism, has also seen a criticism which exalts the hard archaism of Byzantine art, with its mathematical haloes and flattened heads, as it was before the rise of those who were recently counted the first true artists. These critics have even suggested that the humanism of Giotto was not so much the beginning of true art as rather the end of it. I need hardly say that I am not necessarily agreeing with either of these extremes. I am only

pointing out that the extremes meet. They meet in a particular modern æsthetic mood, which in a strange manner loves both what is swift and what is stiff. Chaucer, who certainly stood for the broad daylight of mediæval humanism, as Giotto for its dawn, has somewhere a delightful description of a girl with the phrase that she was upright as a bolt—or, as we should say, straight as an arrow. Some of the figures of this school are certainly straight as arrows. They are in a sense meant, I think, to be also as swift as arrows. But there is still something about them that obscurely suggests that they are stone arrows. They are almost avowedly a return to the stark lines, and even the stern limitations, of an age of stone. Here again we have the same mystery of the meeting-place of extremes; and a thing has to be given the stolidity of a monolith even in order to express the energy of a motor-car.

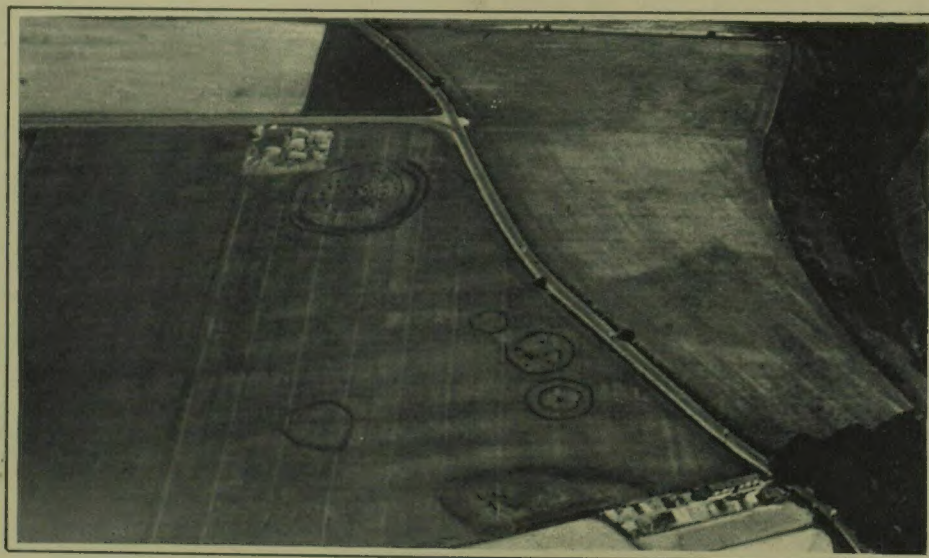
There is the same moral in the other example of a really moving moving picture. At least, it is one sort of moving picture that happens to move me. And it is that in which the whole modern scientific tendency is reversed, and things are made slower than they are instead of quicker than they are. That really does touch the nerve of wonder at the very nature of things. To see a horse jump a five-barred gate ought to be a wonderful thing. But to see a horse climb laboriously into the air, and then crawl slowly through the air, does make vivid to us the vital marvel of his being in the air at all. This may truly be called one of the triumphs of Science; but we must realise that Science wins this triumph by marching in the very opposite direction from that in which she is now encouraged to march. The effect is reached by moving backwards to slower and slower methods, as if we were to abandon the car for the cab and the cab for the cart. It is doing the very thing that we are perpetually told that we cannot do; it is putting back the clock. Even the motion picture achieves its greatest success by arresting motion.

In both these cases, therefore, it will be found that the real psychology of wonder depends on some return to simplicity and even to

slowness. We must go back to primitive conditions again and again, if we wish to realise even the scientific inventions, if we wish to feel them wonderful and not merely to call them wonderful. And I do mean that we are merely heaping up boredom so long as we are merely heaping up novelty; and that the notion of merely going faster and faster means to this mortal life what it means in motoring—the incapacity to see anything at all, even our own speed.



REVEALED BY DIFFERENCES IN COLOUR AND GROWTH OF WHEAT, SEEN FROM A HEIGHT: THE SO-CALLED "WOODHENGE," A PREHISTORIC EARTHWORK DISCOVERED BY AERIAL PHOTOGRAPHY ON THE WILTSHIRE DOWNS NEAR NETHERAVON AND AMESBURY—A VERTICAL VIEW FROM 4000 FT.



"THE MOST SENSATIONAL ARCHÆOLOGICAL DISCOVERY MADE BY PHOTOGRAPHY FROM THE AIR": AN OBLIQUE VIEW OF "WOODHENGE" FROM THE SOUTH—SHOWING THE LARGE EARTHWORK IN THE TOP ANGLE OF THE FIELD AND ALSO TWO SMALLER RINGS (NEARER FOREGROUND).

This remarkable discovery of an unsuspected prehistoric earthwork, or timber circle, was made by photographs taken from the air by Squadron-Leader Insall, V.C., and has revealed a new type of monument. The earthwork was invisible on the ground, and when the photographs were taken the whole field in which it lies was covered by a crop of wheat. The circles seen in the photographs are due to the fact that wheat grows finer where holes have been dug in the ground, and shows a different colour from a height. The photographic results have been tested by excavation, which will continue this summer. A full account of the discovery, by Mrs. M. E. Cunningham, appears in the first number (for March) of "Antiquity," an interesting new quarterly journal of archæology, edited by O. G. S. Crawford, F.S.A.

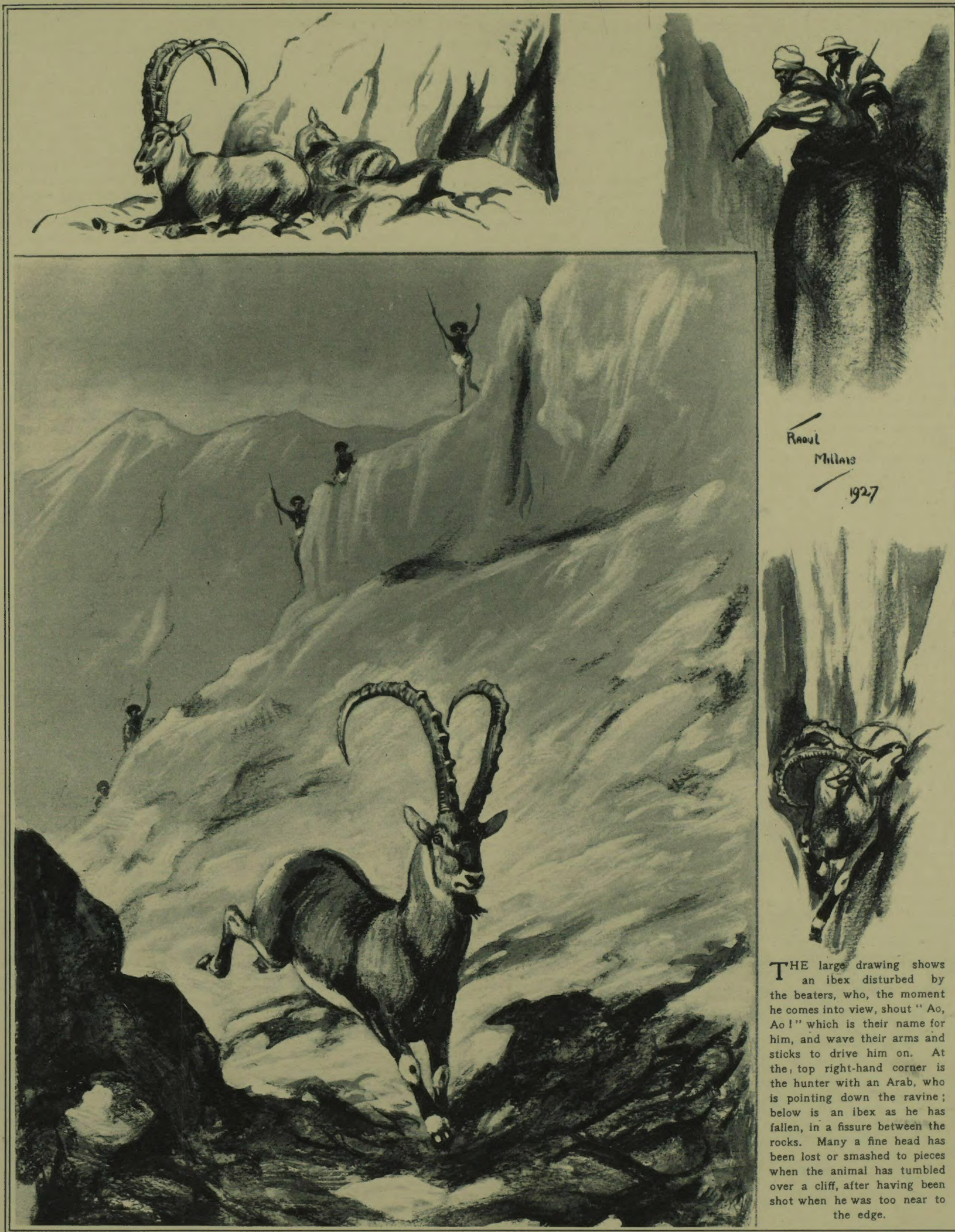
Photographs by the Royal Air Force. Crown Copyright Reserved.

This paradox might, of course, be traced through many manifestations in modern art, which is in some ways so very marked a return to the most ancient art. The same artistic epoch that has produced Vorticism, with the notion of making vision as swift and rapid as a whirlpool, has often produced an imagery that seems to be hacked out of hard rock like the most savage sort of stone images. It seems to have been designed before the Flood, let alone the



## BIG-GAME HUNTING IN AFRICA: IV.—THE IBEX.

DRAWN AND DESCRIBED BY RAOUL MILLAIS.



THE large drawing shows an ibex disturbed by the beaters, who, the moment he comes into view, shout "Ao, Ao!" which is their name for him, and wave their arms and sticks to drive him on. At the top right-hand corner is the hunter with an Arab, who is pointing down the ravine; below is an ibex as he has fallen, in a fissure between the rocks. Many a fine head has been lost or smashed to pieces when the animal has tumbled over a cliff, after having been shot when he was too near to the edge.

## AN ANIMAL OF INCREDIBLE AGILITY, ELUSIVE AS A JUMPING SQUIB: THE IBEX OF THE RED SEA HILLS.

Before setting out to hunt the Nubian Ibex of the Red Sea hill country, one must make friends with the local sheiks of the Hadendowas, or "Fuzzy-wuzzy" Arabs. The Hadendowa does not like the white man to come into his mountains to stalk ibex by himself, but is only too willing to help, provided the hunter employs perhaps a hundred of his tribe as beaters. The beaters leave camp before dawn, and split into two companies, which proceed in opposite directions. When each party has covered two or three miles, they then spread themselves out up the sides of the mountain in a long line and, at a given signal, begin to come back towards each other. The hunter meanwhile has gone to his post, and must keep a sharp look-out in either direction. The far-off cry, "Mah-ha-hoh!" of the Hadendowa echoes about the ravines and caves. A sort of sergeant-major, or master of cere-

monies, posts himself on the highest pinnacle, and by an incessant sort of sing-song directs the beaters to halt or move forward the ends of the lines according to the direction taken by the ibex. I never once saw an ibex break back through the beaters. Those who imagine that this form of sport is unsporting, or that it affords one too easy a chance of killing one's game, should go and try it for themselves. Personally, I never once had an easy shot when they were driven to me in this way. The agility of the ibex is incredible. He comes bounding over the rocks and crevices, and appears to run up or down sheer precipices. Just as you are about to press the trigger, he appears ten feet from where you are aiming. He reminds me always of one of those squibs which shoot off in any direction except the expected one.—[Drawing Copyrighted in the United States and Canada.]





# THE WORLD OF SCIENCE.



## A REMARKABLE EXPERIMENT.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Infancy of Animals," "The Courtship of Animals," etc., etc.

I HAVE just come from one of the scientific meetings of the Zoological Society, where Professor E. B. Poulton gave us a wonderful half-hour's talk on "Gynandromorphism" in butterflies. "Gracious," I hear someone say, "what is 'gynandromorphism'?" That is what I am going to explain. It is a term, then, applied to animals where the two sexes, normally distinct, are combined in one individual, in so far, at any rate, as their "secondary sexual characters" are concerned. By "secondary sexual characters" I mean, chiefly, coloration. The difference between a "gynandromorph" and a "hermaphrodite" is a fundamental one, since the latter is an individual presenting an incomplete development of the normal sexual organs, so that it can neither be called male nor female. The word is also used to describe certain other animals, like the earthworm or the common snail, which combine, functionally active, both sexes in one—that is to say, it can function alternately either as a male or as a female.

But let us return to our "gynandromorphs." Why such strange combinations should appear at all has always been a mystery, and many attempts at a solution have been made. Weismann was the first to tackle the problem, when he tried to account for a curious change in a butterfly allied to our "tortoise-shells." This particular butterfly, *Araschnia levana*, presents two distinct forms—a "spring" and a "summer" type. The first is fulvous in colour, the latter black; all individuals of the later summer broods are of this last type. But during an unusually hot summer he found numerous specimens which should have been black wearing the spring coloration. A year or two later he had a similar experience with the "green-veined white butterfly," a British species fairly common in suitable localities. Some pupæ which were sent him by railway during the summer emerged in the spring instead of in the summer coloration. It then occurred to him to suggest that in both cases "shock"—abnormal temperature in the one case, vibration in the other—was the factor which caused this reversion. That suggestion, in those days, nearly sixty years ago, seemed rather far-fetched. But his surmise has suddenly been confirmed up to the hilt.

But before I proceed, let me say a word about the seasonal forms of the green-veined white, which, like

(Fig. 1). The four top figures are of the male—the left two in the spring, the right two in summer. The four bottom figures are females—the left two in spring, the right two in summer. One would have supposed that an abnormally hot summer would, if anything, have intensified their "summer"

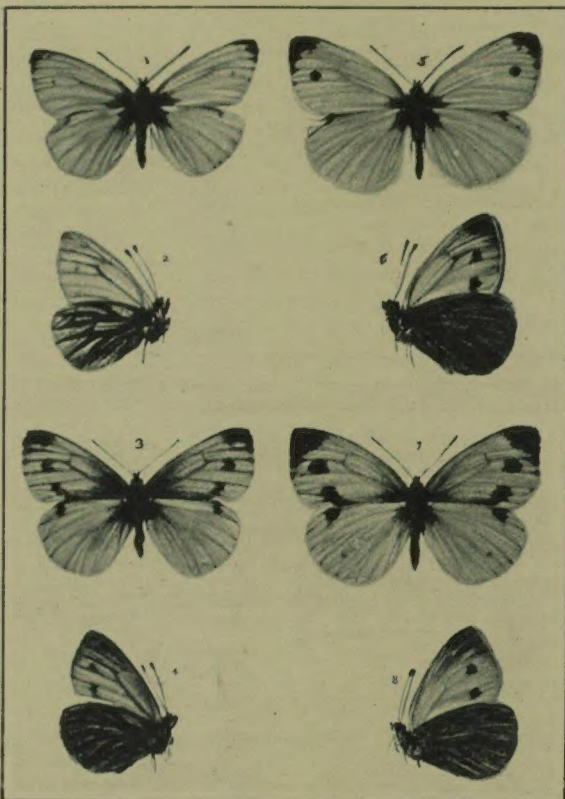


FIG. 1.—SUSCEPTIBLE OF CHANGES IN SEX MARKING CAUSED BY SHOCK IN THE PUPA STAGE: THE GREEN-VEINED WHITE BUTTERFLY—THE MALE AND FEMALE SPRING AND SUMMER TYPES.

The Green-Veined White Butterfly has two seasonal forms. The four upper figures show the male spring form (left) and the summer form (right). The lower figures show the female spring type (left) and the summer type (right). (After South.)

living in Nairobi, has been making experiments with a remarkable African butterfly, *Papilio dardanus*. In Madagascar, the Cororo Islands, and Abyssinia the males and females representing this species are very much alike, and present the characteristic "hall-mark" of the Papilios, the "swallow-tail"; but elsewhere in Africa the males alone retain the ancestral "tails" and coloration; the females present no fewer than five different forms, each mimicking as many distasteful species of the genus *Danais*. So perfect is the likeness of these mimics to their models that they were regarded as distinct species till one day Dr. G. A. K. Marshall hatched out from the eggs of a single female, all laid at the same time, all these several forms, including the unchanged male.

Dr. van Sommeren elected to make his experiments with these singular mimicking females. He found that, if he kept careful watch on his captive larvæ or caterpillars at the time of their change to the pupal state, and just before they had quite rid themselves of the larval skin within the chrysalis-case, and then gave the box a sharp tap, the vibration caused them to emerge as butterflies presenting, in varying degrees, the characters of both males and females, though I would suggest that it would be more correct to say that this shock to the nervous system caused them to revert to an earlier ancestral coloration which resembles that of the female.

But, be this as it may, the results are shown in the two lower photographs (Figs. 2 and 3). The top left-hand figure (in Fig. 2) is a female showing male characters in the large tail to the left hind-wing, and a rudimentary tail on the opposite right wing. Below it is a male showing slight traces of the female markings on the right fore-wing, but these, lacking the natural colours of the insect, are hardly perceptible here. The two right-hand figures (in Fig. 2) are of males with the characters of mimicking females. The left-hand hind-wing in the one and the right-hand one in the other, it will be noticed, have the characteristic long tail of the male. A comparison between these and the almost perfect male of the bottom left-hand figure will enable their peculiarities to be quickly appreciated.

In the second photograph (Fig. 3) the under-surfaces of three females showing male characters are



FIG. 2.—WITH SEX CHARACTERS INTERMIXED AS A RESULT OF SHOCK TO THE LARVÆ: A FEMALE (1) AND THREE MALES (2, 3, AND 4) OF THE AFRICAN BUTTERFLY, *PAPILIO DARDANUS*.

The vibrations set up by a tap on the side of the box in which the larvæ were confined at the time of pupation caused the butterflies to emerge with mixed characters: the males producing female, and the female male markings.

the large cabbage-white and the small white, presents two forms—a spring and a summer type, though there are few people save entomologists who seem aware of this fact. Mr. South's wonderful little book on British butterflies gives coloured figures of all these. But the green-veined white affords the most striking change, and I reproduce his picture herewith

coloration. But this excess of heat was an excess of their optimum temperature, and so caused "shock," with the result that some individuals reverted to the more ancestral "spring" coloration.

And now as to our "gynandromorphs." Dr. V. G. L. van Sommeren, an enthusiastic entomologist



FIG. 3.—THE UNDER-SIDES OF *PAPILIO DARDANUS* SPECIMENS SHOWING SIMILAR MIXTURE OF SEX MARKINGS: THREE FEMALES (1, 2, AND 3) AND A MALE (4) IDENTICAL WITH 3 IN FIG. 2.

The under-sides of the wings of *Papilio dardanus* show similar changes. The male characters, as shown in some of the specimens illustrated, are seen not merely in the markings, but also in the "tails" to the hind-wings.

seen. The fourth bottom right-hand figure shows the under-surface of the top right-hand figure of the first photograph (Fig. 2). Cases of this kind are extremely uncommon in Nature, where "shocks" of this kind are rare. But Dr. van Sommeren's experiments have opened up a new field of investigation promising great results.



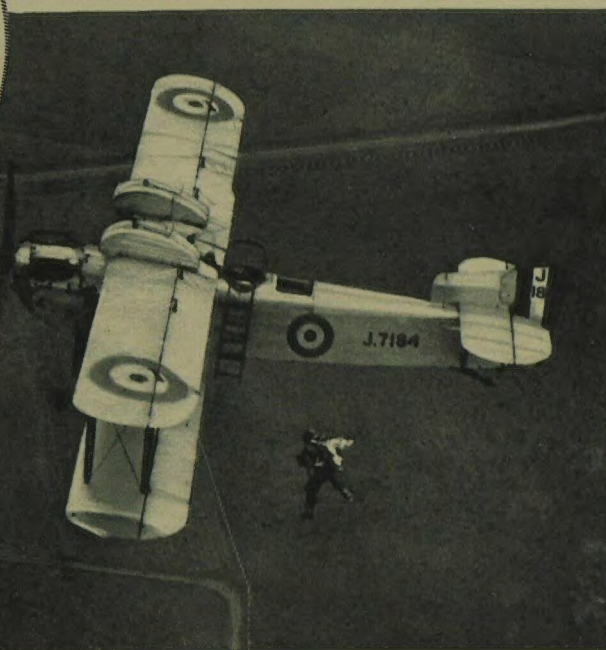
# OUR TWO BEST PARACHUTISTS KILLED: A TRAGIC COINCIDENCE.



SHORTLY BEFORE  
HE WAS  
ELECTROCUTED  
BY CONTACT WITH  
OVERHEAD HIGH-  
VOLTAGE WIRES:  
LEADING  
AIRCRAFTSMAN  
DOBBS GIVING A  
DEMONSTRATION  
OF BALLOON-  
JUMPING  
AT STAG LANE  
AERODROME—  
CLEARING THE  
SHEDS.



THE LATE LEADING AIRCRAFTSMAN E. A. DOBBS IN HIS  
BALLOON-JUMPING HARNESS, INCLUDING WEIGHTS: A  
PHOTOGRAPH TAKEN ON THE DAY OF HIS FATAL ACCIDENT



TYPICAL OF THE  
PERILOUS WORK  
IN WHICH  
CORPORAL EAST  
LOST HIS LIFE:  
A PARACHUTIST  
IN THE AIR JUST  
AFTER DROPPING  
FROM AN AERO-  
PLANE—SHOWING  
THE PARACHUTE  
EMERGING FROM  
THE CONTAINER  
ON HIS BACK—  
(INSET) CORPORAL  
EAST.

THE SUPREME THRILL OF PARACHUTING: A JUMPER DROPPING OFF  
INTO SPACE FROM AN AEROPLANE, AND PULLING THE RIP CORD TO  
RELEASE THE PARACHUTE ATTACHED TO HIM.



TYPICAL PARACHUTE EQUIPMENT USED FOR TRAINING PURPOSES:  
THE AIRMAN'S FINGER POINTING TO THE RIP CORD OF THE  
MAIN PARACHUTE SUSPENDED IN FRONT OF HIM.

By a tragic coincidence, the two leading parachutists in the Royal Air Force recently lost their lives in accidents within a few days of each other. Corporal A. East (Air Force Medal) was killed by a fall on March 9, while carrying out a demonstration parachute drop, of the "delayed action" type, from a Vickers Vimy aeroplane at Biggin Hill. It was reported that the accident was not due to any failure of the apparatus, but apparently to his delaying too long to pull the rip cord. He left the machine at 6000 ft., but was too near the ground, when he pulled the cord, for the parachute to open out. He was aged twenty-six, and married. Leading Aircraftsman E. A. Dobbs met his death on March 11, at Stag Lane Aerodrome, near Hendon, while making an experimental demonstration of the new sport of balloon-jumping introduced from America. (It was illustrated in our issue of February 5). He was on leave from the Air Force at the time, and was acting in a purely private capacity. Unfortunately he did not realise, apparently, that some overhead wires in the vicinity were high-voltage conductors carrying electric power from Willesden to Hendon. He had finished the actual demonstration, but decided to make a few more jumps. He tried to clear the wires, but his foot touched one of them; he caught hold of it with his hand and was instantly electrocuted. In balloon-jumping the buoyancy of the balloon must be a few pounds less than the weight of the jumper. In his leaps, Mr. Dobbs had been gradually discarding weights he carried, in order to keep in the air. Some of the jumps attained were 25 ft. high and 50 ft. to 60 ft. long. Several other people made jumps.

PHOTOGRAPHS BY PHOTOPRESS, TOPICAL, AND I.B.



## BOOKS OF THE DAY.

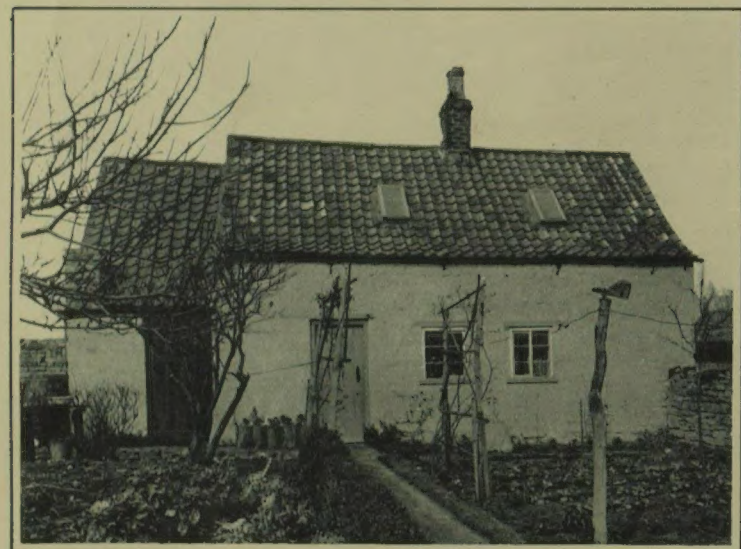
CENTENARIES are a good deal in the air just now, and the habit of celebrating them seems to be growing upon us. This is all to the good if they help to keep great memories green and prompt the multitude to "praise famous men." We might, indeed, have a good many more public centenaries if we took the trouble to hunt them up; and any amount of private ones if, like the Chinese, we worshipped our ancestors and religiously kept our pedigrees. As the poet says—

Every moment dies a man:  
Every moment one is born.

So every moment there is a centenary due somewhere, if we only knew it.

Among the famous men who this year top their hundreds (one or more) in the shades are Newton (March 20), Beethoven (March 26), Volta, the Italian electrician (May 5), and Blake (Aug. 12). The last-named is represented by the most important book on my list this week, "THE ENGRAVED DESIGNS OF WILLIAM BLAKE." By Laurence Binyon, with twenty Plates in Colour and sixty-two in Collotype (Ernest Benn; £6 6s. net; *édition de luxe*, £12 12s.) The task of writing this book, for which Mr. Binyon is so well qualified both as poet and connoisseur, fell to him in tragic circumstances. Explaining its scope, he says: "Mr. Darrell Figgis, before his untimely death, had planned a companion volume to his *Paintings of William Blake*, to be devoted to the engraved work, which, indeed, is of equal importance with the paintings and drawings. I was invited by the publishers to compile this companion volume, and it seemed to me that the most useful form it could take would be that of a complete catalogue of all the original designs engraved by Blake himself."

Needless to say, Mr. Binyon's work is much more than a catalogue. He prefaces it with six very interesting chapters on various phases of Blake's craftsmanship and technical methods, and he has also "adventured" (his own word) to identify the persons of Blake's Myth. That



THE "LITTLE CHAPEL" AT WOOLSTHORPE, WHERE NEWTON OFTEN WORSHIPPED: AN INTERESTING OLD COTTAGE NEAR HIS BIRTHPLACE, IN LINCOLNSHIRE.—[Photograph by Sport and General.]

in itself was no light undertaking, and one which some previous critics had discreetly avoided. Literary charm and interpretative insight are most happily blended in Mr. Binyon's essays, and also in the notes on the engravings. Combined with the exquisite reproductions from Blake's art, they make the volume a mine of delight to all who have come under the spell of that strange mystical genius.

I notice, by the way, a curious reference to Isaac Newton in Blake's script reproduced in facsimile on a colour-plate entitled "The Druid Gateway," from the prophetic book, "Jerusalem"—

... thence issuing the Giant-brood,  
Arise as the smoke of the furnace, shaking the rocks from sea to sea,  
And there they combine into Three Forms, named Bacon and Newton  
and Locke.

For a general appreciation of the poet-prophet's life and work the complete centenary-keeper will turn to "WILLIAM BLAKE." By Osbert Burdett (Macmillan; 5s.), an excellent critical and biographical study, recently added to English Men of Letters. "Blake," says Mr. Burdett, "was a visionary artist, who placed inspiration, 'mere enthusiasm,' before everything else, and believed that his favourite masters, Michael Angelo, Raphael, Dürer, had likewise done so. . . . Blake's own theory is rooted in his declaration that poetry, painting, and music are 'the three powers in man of conversing with Paradise.' . . . Blake is thus the Wesley of the arts. . . . It is a relief to turn from his prophetic writings to his designs, because in design only had his hand and intelligence been disciplined."

Parallels between one profession, or art, and another, are effective devices in criticism. Examples occur also in Mr. Malcolm Salaman's Introduction to "JAMES MCNEILL WHISTLER," a new volume in Modern Masters of Etching. Illustrated (The "Studio"; 5s.). "If

Rembrandt," we read, "with his profoundly expressive humanity, was the Shakespeare of etching, Whistler with his principle of beauty in magic utterance was the Keats." In this delightful folio are reproduced twelve of Whistler's most masterly etchings, including English, Dutch, and Venetian subjects.

Mr. Salaman, who knew Whistler personally, and is justly proud of having recognised his genius from the first, gives a succinct account of his work with needle and drypoint. Commenting on the great rise in the value of Whistler's work, he alludes, incidentally, to one of our "centenarians." "Now, when the desirous collector cheerfully pays three-figure premiums for single proofs of the exquisite Venice etchings, which were so long sold with difficulty at their very modest published price, the critical bewilderment provoked at first by their enchanting originality and unsuspected beauties is no more remembered by the multitude than are the contemporary strictures that greeted the daring musical innovations of Beethoven's immortal Ninth Symphony."

Three other famous artists are treated on somewhat similar lines in new volumes of the Masters of Modern Art series—"CONSTABLE," by André Fontainas; "RODIN," by Léonce Bénédite; and "FANTIN-LATOURE," by Gustave Kahn—all translated by Wilfrid Jackson (Lane; 5s. each). Severely scholastic in outward aspect, these little books are "all glorious within." Each contains a long, appreciative memoir and forty plates representative of the artist's work. This admirable series of monographs is likewise one that no art-lover should neglect.

Many incidental allusions to Newton—mostly comparisons of his ideas with those of Einstein—occur in "ASPECTS OF SCIENCE," Second Series. By J. W. N. Sullivan (Collins; 12s. 6d.). The author of "Three Men Discuss Relativity" returns to the subject in several of these new essays, which touch on life and its problems in a vein of genial candour hardly conveyed by the rather colourless title.

Summing up the achievement of our great eighteenth-century scientist, Mr. Sullivan says: "Newton, in the preface to his *Principia*, states that part of his purpose is to replace the 'occult qualities' attributed to bodies by something simpler and more familiar. The astounding success with which he did what he set out to do is not realised by us simply because we have inherited it. . . . Newton, much more than any other single man, started off the Age of Reason and gave men grounds to hope that occult qualities would ultimately be banished

from every part of the universe, including man himself. This spirit, like the cold invigorating sanity of a sea breeze, swept over all Europe."

I turn to Mr. Sullivan for another tribute to the second of our centenarians. "Beethoven's greatest music more completely embodies the superhuman life, conveys more of a knowledge and experience transcending our own, than anything that we know in language. . . . Beethoven does, in fact, belong to the rarest and greatest kind of artist, those who extend and make more profound our universe. . . . The man who understands Newton—who has, that is to say, re-thought Newton's thoughts—has certainly added a cubit to his stature. But a man who has experienced all that a great artist has to convey has been affected throughout a much greater extent of his being."

Beethoven's centenary has had a far stronger "puff preliminary" than Newton's bicentenary. Devotees of the musician who want "the facts of his career" stated briefly will find them in a useful and well-illustrated reprint of "THE GREAT TONE-POETS." Being Short Memories of the Greater Musical Composers. By Frederick Crowest (Foulis; 6s.), first published in book form in 1874. The other composers included are Bach, Handel, Gluck, Haydn, Mozart, Spohr, Weber, Rossini,

Schubert, Mendelssohn, and Schumann. Two points strike me in the record of Beethoven's life. One is that his fatal illness was due to the unkindness of a brother, who refused him the loan of a closed carriage for a wintry journey. The other is the disaster of his deafness, which began when he was only thirty, and continued during his last twenty-seven years. For a musician to be deprived of hearing is surely an affliction almost as dire as loss of sight to a painter or a poet. We grieve over Milton's blindness—less prolonged—as a tragedy. But the sorrows of the deaf never get much sympathy; on the contrary, they generally cause either annoyance or ridicule, and inspire comic drawings of old ladies with ear-trumpets. I do not suffer from deafness myself, but occasionally, in listening to some modern "despot of din," I feel that I could bear it with a certain amount of equanimity.

That Beethoven was not stone-deaf appears from a glimpse of him in his latter days, in a biography of another famous musician, "FRANZ LISZT: THE MAN OF LOVE." By Guy de Pourtalès. Translated from the French by Eleanor Stimson Brooks. With portrait frontispiece. (Thornton Butterworth; 10s. 6d.). The scene is Vienna in 1822, when the boy Liszt was roaming Europe as an infant prodigy at the piano, and longed for the master's approval. "Vienna at this time had gone mad over Italian music. Rossini had captured the town. . . . Beethoven was neglected and forgotten. Poor, exiled by his deafness, more and more

morose, he was meditating in his poverty-stricken home on the *Ninth Symphony*. . . . The solitary old monarch did not receive them very cordially, and refused to promise to be present at the concert. . . . So what a surprise it was for the Liszts when, among the 4000 auditors, Beethoven made his entrance. Franz, trembling for the first time, looked at the master, seated not far away, whose motionless eyes were fixed upon him. . . . Hardly had he finished when Beethoven hurried to the stage, grasped the child, and kissed him on the forehead."

"The personality of Franz Liszt," we read, "was an extraordinary blend of genius, passion, and piety. The man who, as composer, conductor, and virtuoso, was foremost, with his great son-in-law, Wagner, in revolutionising modern music, was also the lover whose romances were the talk of Europe. Yet in his early youth he had craved admission to the priesthood, and at the height of his fame joyfully entered the Third Order of St. Francis."

Even when he arrived at years of "reverence and the silver hair," the Abbé Liszt remained a sort of spiritual Don Juan. It needs a Gallic pen to portray such a character. M. de Pourtalès has done it delightfully, and he has been well translated. He has traced with infinite grace and understanding the career "of that beautiful



THE DISCOVERER OF GRAVITATION, WHOSE BICENTENARY OCCURS ON MARCH 20: SIR ISAAC NEWTON AS A YOUNG MAN.

Sir Isaac Newton was born on Christmas Day, 1642, in the manor-house at Woolsthorpe, near Grantham. He died at Kensington on March 20, 1727.

Photograph supplied by G.P.A.



NEWTON'S BIRTHPLACE, TO WHICH A BICENTENARY PILGRIMAGE WAS ARRANGED: WOOLSTHORPE MANOR, NEAR GRANTHAM

The arrangements for the Newton bicentenary celebrations at Grantham included a civic reception on March 18, attended by about 140 professors; next day a meeting of eminent scientists in the actual room where Newton was taught at King's School, Grantham, a pilgrimage to his birthplace, Woolsthorpe Manor, and a dinner at Stoke Hall, Stoke Rochford; and on March 20 (Sunday) a civic procession and service at Grantham Parish Church.—[Photograph by Sport and General.]

youth, already legendary at twenty, who turned the heads of all the women of Europe, earned a fortune at every concert, and, at his death, left seven pocket-handkerchiefs." C. E. B.



## MIGRANT BIRDS AT A LIGHTHOUSE: DEATH-TRAPS MADE REFUGES.

FROM THE WATER-COLOUR DRAWN BY FRANK H. MASON, R.B.A., FROM INFORMATION SUPPLIED BY TRINITY HOUSE. (COPYRIGHTED.)



WHERE FORMERLY THEY FELL TO DEATH AFTER DASHING AGAINST THE LANTERN WINDOWS: MIGRATING BIRDS  
SETTLING ON A LIGHTHOUSE FITTED WITH SPECIAL PERCHES, ON WHICH THEY CLUSTER IN MULTITUDES.

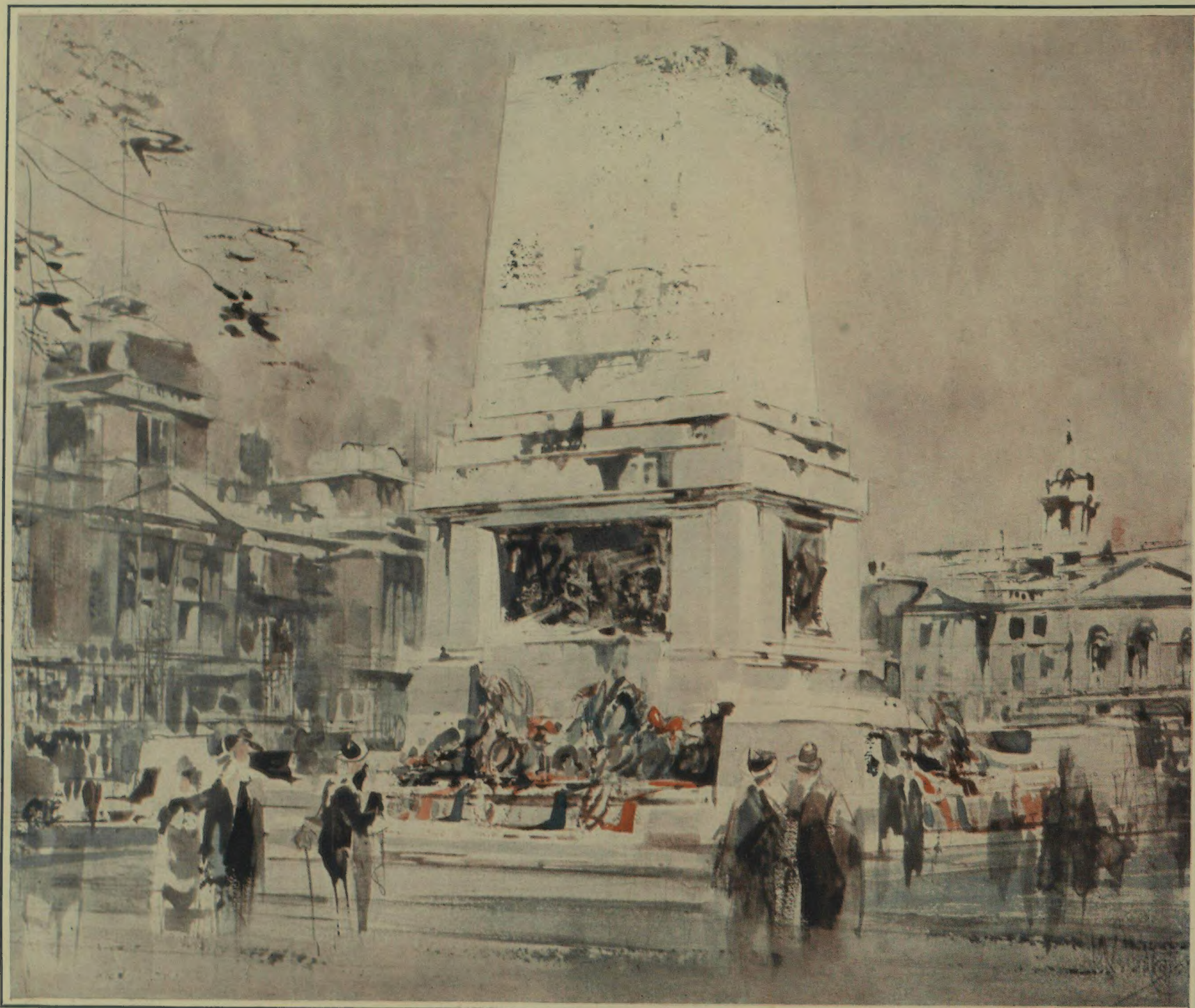
"Weariness, if not exhaustion," writes Mr. Frank Mason in a note on his drawing, "frequently overcomes the migrating bird. Light attracts it as a candle attracts the moth, and lighthouses on the migration routes have often been the scene of terrible slaughter, through birds dashing themselves against the lantern windows and falling stunned to destruction. Lately the Society for the Protection of Wild Birds, acting with the sympathetic assistance of Trinity House, have

devised an admirable expedient to mitigate these tragedies. Perches are being placed below the lanterns of the lighthouses chiefly affected, and in these the weary travellers obtain a brief respite. . . . Lighthouse keepers declare it to be an amazing sight to see the birds fighting for positions on the perches, and clustering in thick masses. Perches have been placed on the Spurn, St. Catherine's Point (here illustrated), Casquets, South Bishop, and Bardsey lights."



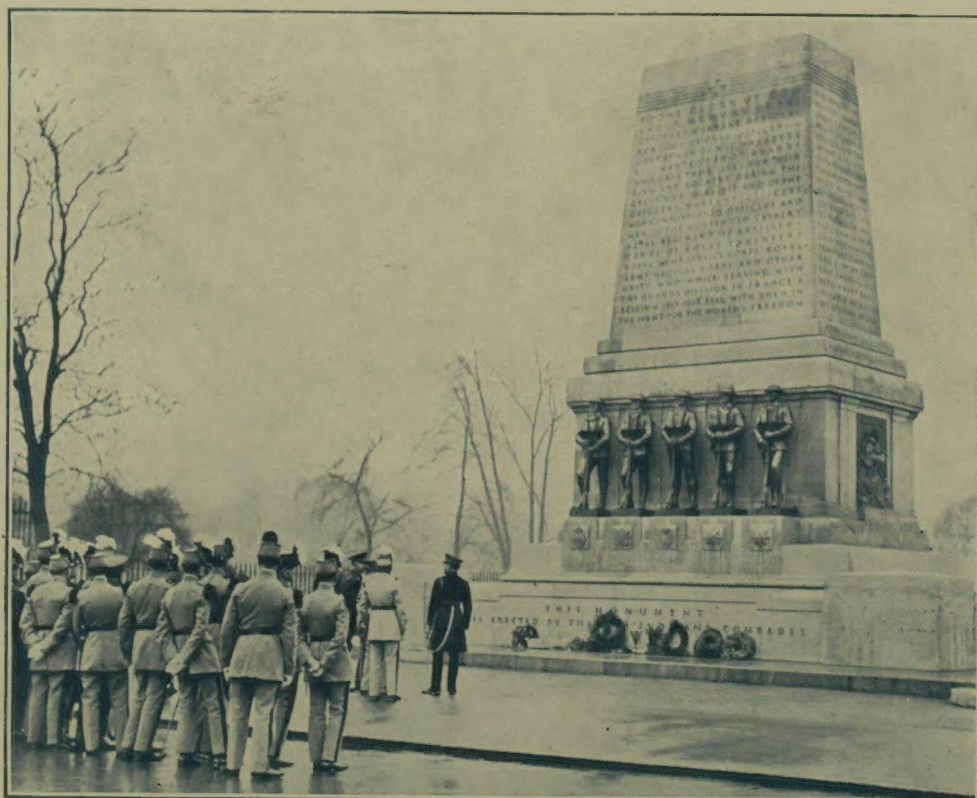
# THE GUARDS' OWN CENOTAPH: A GREAT LONDON WAR MEMORIAL.

WATER-COLOUR DRAWING DONE SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS," BY WILLIAM WALCOT, F.R.I.B.A., R.E. PHOTOGRAPH BY I.B. (COPYRIGHTED.)



LONDON'S BEAUTIFUL MONUMENT TO THE 14,760 GUARDSMEN WHO FELL IN THE WAR: THE GUARDS MEMORIAL ON THE HORSE GUARDS PARADE—THE WEST SIDE, SHOWING IN THE BACKGROUND THE HORSE GUARDS IN WHITEHALL (RIGHT) AND THE ADMIRALTY BUILDINGS (LEFT).

THE Guards Memorial, unveiled last October by the Duke of Connaught, commemorates 652 officers and 14,108 men of the Guards who gave their lives in the Great War. The monument was designed by Mr. Gilbert Ledward in association with Mr. H. Chalton Bradshaw, A. R. I. B. A. "Discipline and dignity," said Mr. Ledward, in explaining his design, "are the principles of the Division, and those are the two basic features of this memorial. On the east side, looking towards Whitehall, are Guardsmen (private soldiers) from the five regiments—the Grenadier, Coldstream, Scots, Irish, and Welsh Guards. (Continued opposite.)



THE EAST SIDE OF THE GUARDS MEMORIAL, FACING TOWARDS WHITEHALL, WITH FIGURES REPRESENTING THE FIVE REGIMENTS: A VIEW DURING THE RECENT VISIT OF FRENCH CADETS FROM ST. CYR.

*Continued.]*

They are in their field uniforms. On the western side there is a relief of a gunning section, with an 18-pounder gun in action. It is just about to be fired. A man is loading it, and another is pulling the breech. Models of guns, helmets, and other appurtenances are on the other sides. On the surmounting obelisk is an inscription by Mr. Rudyard Kipling, simple and brave words commemorating the whole Division. Other sides of the obelisk record the order of battle, which is a list giving all the units in the Division. Thus honour is given to all the men attached, as well as to the Brigade of Guards itself."



## NEW EVENTS ON THE YANGTZE: A BRITISH GUNBOAT'S PASSAGE.



IN A RAPID SWIRLING OVER HER BOWS: H.M.S. "COCKCHAFFER," OF WANHSIEN FAME, ON THE YANGTZE.

The Yangtze has come into prominence again in recent news from China, from events at various points on the river. First there was the arrest of Mme. Borodin (by the Chinese) in a Soviet steamer at Nanking. Then came the outbreak of mob violence at Wuhu and an attempt to seize the Indo-Chinese steamer "Kut-Wo," frustrated by a British naval party, who, aided by an American destroyer, placed foreign women and children

aboard another steamer for safety. At Wusueh, near Kiukiang, Chinese soldiers, on March 7, seized a British steamer, which was later intercepted by a destroyer and brought back to Hankow. The British gunboat "Cockchafer" (shown above) took a gallant part in the famous Wanhsien fight last September. The Yangtze is navigable by river steamers for 1300 miles, and by ocean-going steamers during the summer.



# The World of the Theatre.

## THE THEATRE HABIT.—THE FORUM THEATRE GUILD.—"COCKS AND HENS."

NOW in the winter of our discontent with the theatre, it is just as well that we should try and see things in proportion. It is true that nearly all its evils arise out of its unsound economics, which result in endless handicaps and irritations to all concerned. The hands of managers are tied, and for safety's sake they harrow the same old furrows. Remember, there is no business which can more swiftly land you in the Bankruptcy Court. Are they to be blamed because they dispose of their seats to libraries and ticket agencies who are ready to guarantee a certain sale and an income to meet the heavy expenditure? The public may complain of the difficulties of theatre-booking, of queues, of high prices—though high prices do not keep them away from something they are determined to see—but the faults they are never tired of exposing are mostly of their own making. The root of the trouble is deeper-seated than even the financial question. We are not a theatre-going people. We are mainly occasional patrons who just drop in because the door happens to be there. We decide on a sudden impulse at the last moment to go somewhere, and then, after looking through the newspaper to see "What's on," and usually deciding on a popular success, we feverishly telephone to the box-office, and then fill the air with curses because there are no seats available. It is a costly business to produce a play, and managers are justified in dealing with agencies who are regular patrons.

If the theatre is ever to become free, and an integral part of the life of the people, it will have to be taken more seriously. Our attitude towards it must change. Progress must inevitably be slow as long as it is regarded like a party, as a treat to be afforded to crown an exceptional occasion. We must cultivate the theatre habit. The regular theatre-goer soon becomes critical: for we are all critics of the matters we are interested in, as the fact of being interested implies criticism. The manager would no longer be compelled to cater for a floating, mindless public not knowing what it wants, but he would have an audience with definite preferences, an audience that would not only guarantee him freedom from the harassing anxieties of paying the piper, but one that would help him to call the tune. Most of the evils we complain of would vanish, for then within the theatre we should have an active body of public opinion. The manager who ignored it would do so at his peril. As Lowell once put it with his wonted pungency: "The pressure of public opinion is like the pressure of the atmosphere: you cannot see it, but it is sixteen pounds to the square inch all the same." Matthew Arnold was hitting at the same truth when he wrote, "Organise the theatre"; but there is nothing to organise until playgoing becomes a habit of life.

It is an attempt at such organisation that the new Forum Theatre Guild, which has opened at the Royalty with Mr. C. K. Munro's latest comedy, "Cocks and Hens," is making. Inspired by the success of the Theatre Guild of New York—a movement which has had a profound influence and exercised a shaping force in America—he proposes to do the same for London. The problem is more difficult, because in New York there is a theatre habit. The attempt is only one more illustration of the renewed life in the theatre. For, in spite of

the Jeremiahs, there is a very creditable standard of plays now to be seen in the West End. One has only to think of the state of the theatre a few years ago to appreciate the improvement. This is undoubtedly due to the re-awakened interest which has been stimulated by the little theatres, the more organised amateur societies, the efforts of the British Drama League, the Sunday Societies, and the creation of a play-reading public by the publishers. One of the most heartening of official documents was the

Lane—has been built, but to-day all sorts of schemes for the building of new theatres are being discussed. Besides the Carlton, in the Haymarket (which is nearing completion, and which will hold over one thousand people), and the tiny Arts Theatre in Great Newport Street (to be opened in the spring), there are many playhouses planned. One, to be called the Casino, is to stand on a site opposite the lately demolished Oxford Theatre, another is to be erected in West Street, near the Ambassadors' and St. Martin's; a third is to be built in Charing Cross Road; and, if Dame Rumour be not a lying jade, a nest of theatres will fill the semi-circle of Bush House. Activity like this is not evidence of a dying institution.

One vexation of theatre-goers is the short play and the long interval. If high prices under the circumstances can be justified—and, incidentally, the multiplication of theatres will help to reduce rentals, and therefore prices—there can be no justification for fobbing off the audience with a very short play. As a playgoer I feel that I am reasonably entitled to a full evening in return for the price of my seat. This week I saw a very slight comedy, "Jazz Patterns," at the Everyman, Hampstead. Perhaps, in this instance, I ought to be thankful that it was short, for I have rarely watched so puerile an entertainment. Its affected smartness and hollow talk, the whole futility of its dreary high spirits—in spite of actors who did far more for it than it deserved—made me feel considerable sympathy for anyone who had paid half a guinea for his seat. Three hours' entertainment is a fair demand, and I respectfully suggest to offending managements that those who might be filling their empty seats have gone to cinemas and music-halls, where they know that, at any rate measured by the clock, they will get fair value. No one would complain if the play were compact with good things. It is when the fare is thin that we become painfully aware of the bad bargain.

Now, Mr. Munro's comedy, "Cocks and Hens," would be improved if it were shorter. His incorrigible faith in repetitions and his unchecked loquacity dim the brilliance of his wit. This young Ulster dramatist is in a far different category from that of the author of "Jazz Patterns." The author of "At Mrs. Beam's" has proved what a master of satire he can be. He is never trite, and he always aims at a target worth hitting. There is no pose or affectation, and his plays stand on the sure foundations of brain-work. This play at the Royalty is worth seeing. How skilfully it is managed! With the very slenderest of materials, a plot of no consequence, and a cast of only four characters—for the fifth makes only one brief and almost unaccountable appearance—he has written a brilliant comedy. His talk is full of quality packed with neat phrases and scholarly quips, while his jests are as ingenious as they are effective. There is no parade of cleverness—always a dismal business, but an acute mind is at play and that in itself is fascinating to watch. Its essential

weakness is that it is too long by twenty minutes. I am aware that then it would not come near a three hours' entertainment, but that would matter nothing. If Mr. Munro would cut the needless iterations and set his fun and fancy free from the toils of his exuberant verbosity, we should have in "Cocks and Hens" a play of such brilliance that any playgoer seeking the pleasures of intellect and the sharp delights of wit would feel that he had got in return for his money a measure of good things pressed down and running over.—G. F. H.



"THE BLUE MAZURKA," AT DALY'S: GRETLL UNGER, THE DANCER (MISS BILLIE HILL), WHIPS ADOLAR VON SPRINTZ (MR. CLIFFORD MOLLISON) INTO WILLING SUBMISSION.

Photograph by Stage Photo. Co.

report of the Adult Education Committee of the Board of Education on "The Drama in Adult Education," published a year ago; and have we not a School of Dramatic Study and Research at East London College, London University, under the capable



GENERAL VON SPATZ "TELLS ONE": MISS GLADYS MONCRIEFF AS BLANCA, MR. GEORGE GRAVES AS THE GENERAL, AND MR. WILFRED TEMPLE AS JULIAN, PRINCE OLINSKI.

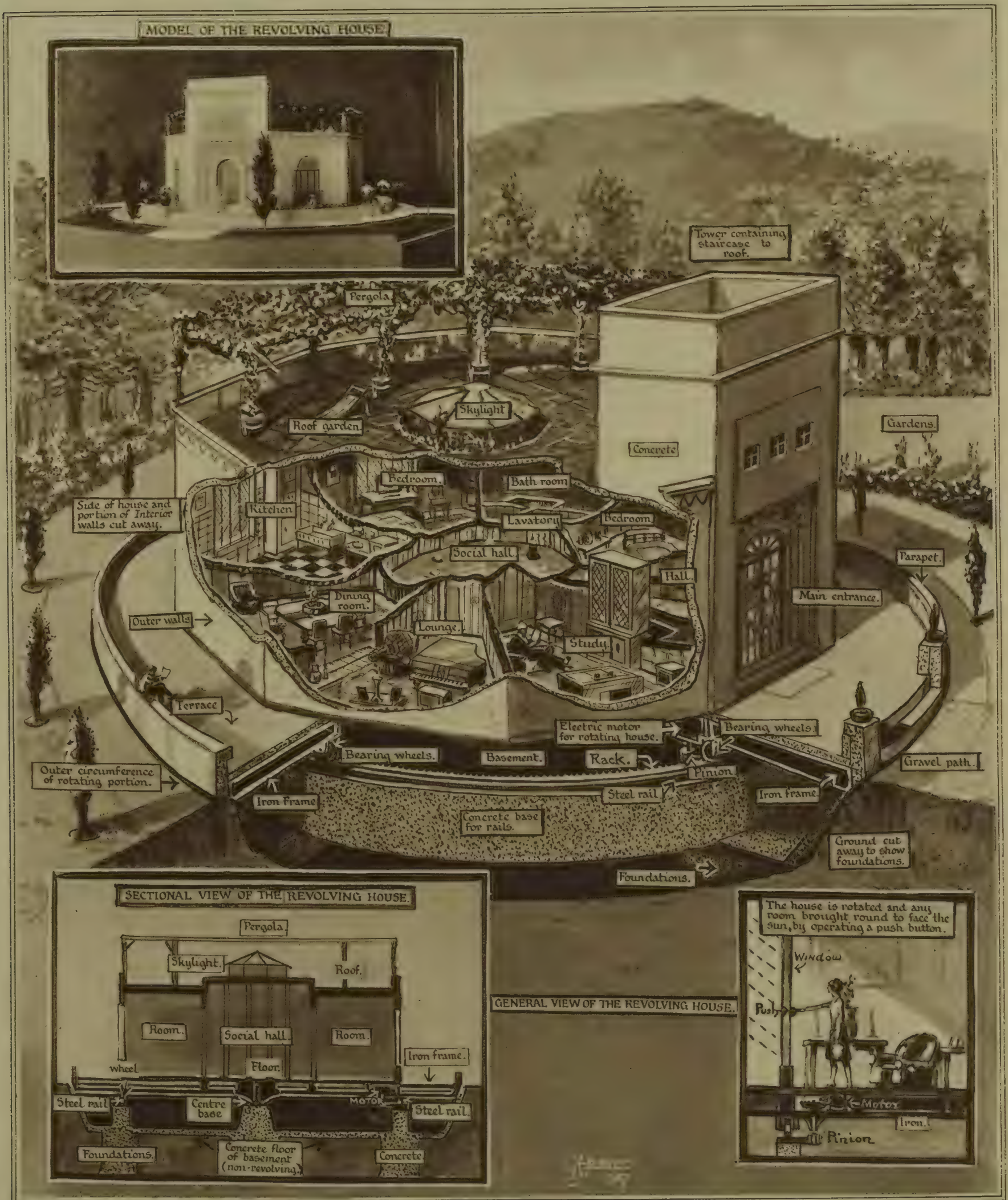
Photograph by Stage Photo. Co.

direction of Professor Allardyce Nicoll? One would like to see carried out the recommendation that lectureships in the Art of the Theatre should be established in all our Universities. Nowhere is there a more lively interest in the drama than may be found among the younger generation of students in our schools and teachers' training colleges. There is abundant hope for everyone but the confirmed pessimist. In the last eight years, excluding cinema houses, only one theatre—the Fortune, in Drury



## A REVOLVING HOUSE THE OWNER CAN TURN WHILE IN HIS BATH.

DRAWINGS BY G. H. DAVIS.



ROTATED LIKE A TURN-TABLE TO CATCH THE SUN AT ANY POINT: THE VILLA TOURNESOL, EXHIBITED AT NICE—  
DIAGRAMS AND (INSET) A PHOTOGRAPH OF THE HOUSE.

This remarkable revolving house, designed by two French architects, MM. Georges Lécuyer and Henri Jubault, is shown in model form at the Exhibition of Housing and Decorative Arts recently opened at Nice. It works on the turn-table principle, being built on a platform supported by eight steel girders radiating from a central pivot, and running at their extremities on a circular steel track. The power is supplied by an electric motor, controlled by duplicate buttons in every room, including one under the dining-room table. The owner can even start his house rotating while he is sitting in his bath. There is also an automatic arrangement by which it will turn following the sun all day without a button

being pressed. The speed with the 4-h.p. motor exhibited is one full turn an hour, but with a 200- or 300-h.p. engine it might whirl round at 100 m.p.h. The cost, with furniture and mechanism, is estimated at £10,000. The ancient Romans took immense pains to build their villas so as to face the sun where they wanted it, as we read in the letters of Cicero. This invention would have astonished and delighted them. Our artist, it will be seen, has cut out part of the wall diagrammatically to show the interior. The villa is a one-storeyed hexagonal building, with a pergola in the roof-garden. The surrounding terrace revolves with the house.—[Drawings Copyrighted in the United States and Canada.]



## THE SCENE OF THE FIRST INTERNATIONAL FIGURE-SKATING

DRAWN BY OUR SPECIAL ARTIST.



## THE REVIVAL OF ICE-SKATING IN LONDON: A "WALTZING ONLY" PERIOD ON THE

Londoners have for a long time had really very little chance of skating on ice. Years ago there were two rinks—one at St. James's Park, the other at Hengler's—where now stands the Palladium. Later the Prince's Club at Knightsbridge was opened, and Society used to flock to its doors. Then came the Great War, and this property was disposed of. After the war most of the skating people of London went where there was natural ice—that is, to Switzerland, where winter sport is becoming ever more popular. Now the new Ice Club has been opened at Millbank, Westminster, with particularly fine premises and a rink of large size. It measures 170 ft. by 90 ft., increasing to 100 ft. in the centre, and has an area of 17,000 square feet. It is here that Society and its family flocks all days of the week. There are three sessions daily, and sometimes famous skaters give wonderful exhibitions of fancy skating. At other times there

## CHAMPIONSHIPS HELD IN LONDON: THE NEW ICE CLUB.

STEVEN SPURRIER, R.O.I. (COPYRIGHTED.)



## ARTIFICIAL-ICE RINK AT THE ICE CLUB IN GROSVENOR ROAD, WESTMINSTER.

are championship races and those extraordinarily thrilling ice-hockey matches played by famous ice-hockey teams, such as the Oxford and the Cambridge Universities, the Canadians, the Manchester Club, or the London Lions. Such a match—the Montreal Victorias v. All-England—took place on March 9, when Montreal won by 14 goals to 1. On March 12 the new rink was the scene of the first International Figure-Skating Championship meeting ever held in London. The meeting was organised by the National Skating Association. Our drawing shows an afternoon session at the Ice Club, where, at the sound of a gong, general skating gives place to waltzing. Family parties are enjoying tea and refreshments. The onlookers' quarters, which include a dining-room in the balcony, are comfortably warmed.



# THE GREAT ENIGMA.

By **SIGNOR GUGLIELMO FERRERO,**

*the distinguished Italian Philosophical Historian; Author of "The Greatness and Decline of Rome," "Ruins of the Ancient Civilisations," etc.*

We continue here our monthly series of articles by Signor Ferrero, dealing with world politics as that famous modern historian sees them and interprets them. The views set forth in the series are personal and not necessarily editorial.

**T**HE Great Enigma: that is, the German Republic. Is it likely to live, or is it in a precarious condition? Will it become a bright constellation in the European political sky, or will it disappear after a short interval, like a fugitive comet? The events that have succeeded one another during the last eight years have been so contradictory and ambiguous that the world no longer knows what to hope or to fear. It is, however, the question of capital importance on which the future of Europe depends.

The cultivated *dile* of the West cannot as yet visualise in its imagination the transformation of a great European monarchical State into a Republic otherwise than on the French model—that is to say, as a great drama of stirring scenes: open wars in the salons, shooting in the streets, conspiracies and *coups d'état*, scaffolds drenched with the blood of Kings, reactions, civil and external wars; an immense effort over which hovers the halo of poetic enthusiasm for liberty, but which only reaches a definite result after reiterated attempts and temporary victories and defeats. "Germany a Republic?" the perplexed world asks itself, as it compares the spiritless present with its memories of the grandiose and tragic past. Improvised as it was in a country where there had never been a Republican party, the German Republic has dragged itself wearily along for eight years, surrounded by the gravest difficulties, without glory and without cruelty. Instead of cutting off the Emperor's head, which would have been the first duty of a Republic wishing to bring itself into line with all good European revolutionary traditions, it made a bargain with the former reigning families for a reasonable settlement with regard to their possessions and appanages, and gave many of them leave to return to Germany and live there as rich citizens. It allowed the monarchical parties to organise themselves, increase the number of their newspapers, kill a certain number of Ministers, work secretly among the bureaucracy, intrigue in the army, and even impose the most celebrated of the Empire's Field-Marshal as President of the Republic.

It is, indeed, a deliquescent Republic, which, according to our ideas, ought not to last or function. And yet it does last and it does function. It even had the strength to find a radical solution of the currency problem! When Marshal Hindenburg was elected, all the world thought that the Hohenzollerns had found their Monk! They were not slow in discovering that the old Prussian country squire appreciated the advantages of his position as head of the infamous Republic, and that he had no intention of giving up his place to his former lord and master. He even gave examples of constitutional loyalty which certain Sovereigns might profitably take as their models.

Born as a surprise, this strange Republic appears to desire to live and develop in its own way, outside the tyranny of historical precedents. The fundamental difference between France and Germany, as it is brought out in face of the great political crisis of the century, seems to be as follows: the mystical enthusiasm for the Republic which has possessed a part of the French people since the end of the eighteenth century does not exist in Germany; but the deep-seated resistances which the Republic encounters there are much less strong than those which it has encountered during more than a century in France. This may be safely affirmed after eight years' experience.

The world thought in 1918 that just because there were no Republicans there, the difficulties which the Republic would encounter in Germany would be enormous, much greater than in France. We were completely wrong on this point. That is the great surprise of contemporary history. How can it be explained? For to measure its effect we must understand it.

The last generations before 1914 had grown to see in Germany the embodiment of a monarchical country which could not live except under the sceptre of Kings and Emperors. In reality, one may seek in vain in the history of Germany for the long, grandiose, and unique rôle which monarchy played in the history of France. Until the beginning of the nineteenth century a large part of modern Germany was comprised in the Holy Roman Empire; but the Holy Roman Empire had little in common with a real monarchy, as we understand the word to-day. It was a curious federation of great and small States, with an elected Chief, a Diet, and a complication

Germany remained less monarchical than Spain, France, England, and Austria, for she only became a monarchical country, in the sense the word has for us, at the beginning of the nineteenth century. The prestige which the monarchy enjoyed in Germany from 1870 to 1914 depended entirely on the position which the Hohenzollerns had managed to acquire, thanks to the internal crisis in France, to the senile feebleness of Austria, and to Bismarck's policy, which had known how to take advantage of both these things. By the prestige of their victories, by the terror which the German Army inspired in all peoples, by the Triple Alliance and the ascendancy which it exercised in all Courts, allied and non-allied, the Hohenzollerns had become the chiefs and arbiters of Europe. The vantage ground of that power easily enabled them to govern Germany for forty-four years. But what war had created, war destroyed.

Atta Troll still passes in the eyes of the world as the symbol of Germany. It is, however, indisputable that this people, whom we are wont to describe as heavy and slow, has, since the French Revolution, shown a singular

political suppleness. It has gradually adopted all the institutions which the Revolution conceded to the people: conscription, civil equality, representative institutions, political and religious liberty and universal suffrage; and this without the enthusiasm, but also without the struggles, by which the change from the old régime to the new was characterised in the other European countries. Germany has also had her vindicators of the past and her champions of the future; but one may truthfully say that each has always had a very clear perception of the futility of useless resistance.

The past was never worshipped in Germany with the fanatical obstinacy which made intractable heroes of its votaries in other countries; they always bowed willingly before accomplished facts and necessities proved by success. The champions of the future did not lack enthusiasm; but their ardour never prevented them from resigning themselves, without too much bitterness, to the slowness of progress which elsewhere exasperated so many partisans of the

new doctrines, making them irreconcilable opponents of the present and the past.

The Hohenzollerns were the depositaries of that astute wisdom. It was at the Court of Frederick William III. that the project of taming the "monster" before which the other European Courts trembled was conceived. It was decided to make use of the new forces let loose by the French Revolution to consolidate and aggrandise the power of the dynasty. . . . "Liberalism is childishness, revolution is strength," one of the most celebrated Ministers of the Hohenzollerns said, many years later, thus revealing one of the secret thoughts of his masters.

This naïvely utilitarian attitude in face of the enormous political problems posed by the nineteenth century often succeeded, though it was equivocal, strange, and little understood by the other peoples. This has contributed more than any other fault to the hostility which Germany has aroused during the last half-century, and is probably the deep-rooted cause of it. It must not be forgotten, however, that the German people have drawn certain advantages from it: especially that of having been able to enjoy nearly all the benefits of liberty without paying the sanguinary price which they cost to the other European countries. To overthrow the old régime in Germany, earthquakes were not required; slight seismic shocks were sufficient. The country was able to pass from a state of disintegration to unity, from absolute monarchy to a democratic republic, gradually and almost without civil war.

(Continued on page 500.)



THE FIRST LEAGUE OF NATIONS COUNCIL MEETING PRESIDED OVER BY A GERMAN: DELEGATES AT GENEVA, WITH HERR STRESEMANN, GERMAN FOREIGN MINISTER (CENTRE), THE PRESIDENT.

The forty-fourth session of the Council of the League of Nations, which opened at Geneva on March 7, was notable for the fact that for the first time the President was a German—Herr Stresemann. He had been due to preside over the previous meeting, but had declined, not then considering himself familiar enough with the procedure. It is only about six months since Germany entered the League. The subjects discussed included the policing of the Saar, Danzig, German-Polish relations, and an international economic conference. The figures seen above are (from left to right, in front) M. Oltramare (Switzerland), Mr. Hennessy, M. Briand (France), Herr Stresemann (Germany), M. Vandervelde (Belgium), Sir Austen Chamberlain, M. Benes (Czechoslovakia, standing behind), and M. Morlaud. Among others present were M. Titulesco (Rumania), M. Zaleski (Poland), M. Urrutia (Colombia), M. Villegas (Chile), M. Scialoja (Italy), Sir Eric Drummond (Secretary-General), Viscount Ishii (Japan), M. Chao-Hsin-Chu (China), M. Doude van Troostwijk (Holland), and Mr. Guerrero (Salvador).—[Photograph by P. and A.]

of different jurisdictions which made the Emperor to a great extent merely a decorative authority.

The unity which had been the great strength of the monarchical principle everywhere else was always lacking in Germany. There was never a King of Germany in the way that for so many centuries there had been a King of France. In 1918 monarchical power was still divided in Germany among more than thirty dynasties—princely, ducal, grand-ducal, and royal—of which the royal dynasties were the most recent. Prussia had only been a kingdom since the beginning of the eighteenth century; and many of the subjects ruled over by the King of Prussia in 1914 had only come under his jurisdiction in 1815. The Kingdoms of Bavaria and Würtemberg were even more recent, and of foreign origin, having been created and imposed upon Germany during the wars of the Empire. After 1870 the endeavour was made to unify the monarchical principle in the person of the new "German Emperor," "*deutscher Kaiser*." But the new authority, which was the result of a cross between the tradition of the Holy Roman Empire and the revolutionary nationalism of the nineteenth century, was a strange hybrid. It is not difficult to explain the repugnance which it inspired in old William I. William II., the only true "German Emperor" who really reigned, did not succeed in giving serious consistency to that new personage; he confined himself to hiding under the masquerade of imperial pomp and parade the prosaic realities of modern power.

During all her history, until the French Revolution,



## TWO MEMORABLE OCCASIONS: A SEA BURIAL; AND A ROYAL VISIT.

PHOTOGRAPHS BY ELLIS, CENTRAL PRESS, AND I.B.



THE SEA FUNERAL OF THE LATE SIR WALTER CONGREVE, V.C., GOVERNOR OF MALTA: THE PROCESSION IN THE MAIN STREET, VALETTA.



THE BEGINNING OF THE MARINE PART OF SIR WALTER CONGREVE'S FUNERAL: VALETTA HARBOUR AND BOATS WHEN THE COFFIN WAS CONVEYED BY TENDER FROM THE QUAY TO H.M.S. "CHRYSANTHEMUM" FOR BURIAL AT SEA.



THE COFFIN ON ITS GUN-CARRIAGE PASSING ALONG THE QUAY TO THE CUSTOM HOUSE FOR EMBARKATION: A MILE-LONG PROCESSION.



THE COFFIN (ON LEFT), DRAPED IN THE UNION JACK, AT THE SIDE OF THE DECK, ABOUT TO BE COMMITTED TO THE SEA: THE LAST IMPRESSIVE RITES—SHOWING CLERGY IN THE FOREGROUND.



AFTER THE COMMITTAL TO THE SEA: THE EMPTY SLIPWAY DOWN WHICH THE COFFIN HAD SLID, AND MOURNERS LOOKING DOWN AT THE MANY WREATHS CAST UPON THE WATER.



LEICESTER'S GREAT WELCOME TO THE PRINCE OF WALES: A HUGE CROWD ASSEMBLED TO GREET HIM ON HIS ARRIVAL TO OPEN NEW HOMES FOR DISABLED WARRIORS.



THE PRINCE ACCEPTS A PULL-OVER AND SCARF FROM WOLSEY GIRLS: AN INCIDENT OF HIS VISITS TO FACTORIES IN LEICESTER.

The late Sir Walter Congreve, V.C., Governor of Malta, who died there recently, was at his own request buried at sea, at a point off the island of Filfola. The ceremony, which took place on March 4, was immensely impressive. The coffin, draped in the Union Jack and placed on a gun-carriage, was taken in a mile-long procession from the Palace at Valetta through the streets and along the quays to the Custom House. Thence it was conveyed by tender to H.M.S. "Chrysanthemum" and placed on the quarter-deck, with a naval Guard of Honour. Three priests

recited prayers for the dead, and as the ship left harbour a salute was fired from the shore. The sea was rough, with a strong wind blowing. Buglers sounded the "Last Post" as the coffin was lowered into the sea, and hundreds of wreaths were strewn on the water where it sank.—The Prince of Wales spent a day in Leicester on March 10, and opened the new Homes for Disabled Warriors at Oadby. He also visited University College and various factories. At Messrs. Wolsey's works he was presented by three girls with a yellow pull-over and a scarf.



# Sceptre and Sword; Hammer and Sickle.

## "THE REIGN OF RASPUTIN" AND "BOLSHEVIST RUSSIA."\*

"WHATEVER may be said," wrote Rodzianko in the Note preceding his Memoirs, "the appearance at Court of Gregory Rasputin, and the influence he exercised there, marked the beginning of the decay of Russian society and the loss of prestige of the Throne and of the person of the Tsar himself. Nicholas II., however, cannot alone be held responsible for the fatal consequences for the State of the influence wielded by Rasputin. There is no doubt that the main burden of responsibility rests on the shoulders of those statesmen and courtiers who, in the selfish pursuit of their own interests, could not, or would not, realise the depth of the abyss which might engulf not only the Imperial family, but Russia herself." Rasputin was the "immoral and dirty adventurer," the "almost illiterate *mouzhik*," a man "devoid of ethical code or conscience, greedy for material gain, of a boldness verging on insolence, utterly unscrupulous in the pursuit of his aims"; yet such was his magnetism that this peasant who was received as a spiritual teacher, a *starlets*, and an expert reader of the Scriptures, a *natchetchik*, became the Emperor's "lamp-keeper," tending the lights burning before the holy ikons by day and night—and preying upon the "unhealthy mysticism" of the Empress Alexandra Feodorovna and her love for the Tsarevitch.

Café and boudoir gossip, street-corner pamphlets, may be dismissed; but the fact remains that Rasputin ruled. "The neurotic and mystically inclined Empress, whose tortured soul suffered continual agonies of fear for the fate of her son, the heir to the Throne, and for that of her exalted husband, fell under the influence of Rasputin's hypnotism to an extraordinary degree"; and the vacillating Emperor, seeking to reign wisely, but dominated by his imperious wife, permitted the usurper of his Sovereign will a license that astonished his "children" and estranged them from their "little father": so that the day was when he asked Rodzianko, pathetically: "Is it possible that for twenty-two years I tried to act for the best, and that for twenty-two years it was all a mistake?"

Thus it came that in the critical hours of the Great War confusion was worse confounded. To the venality long common to certain grades of Russian officialdom, to the degradation and exploitation of the working classes and the tillers of the soil, to the provocations of the police, to the audacities of overweening autocracy, were added munition scandals, slaughter deemed senseless, privations scarcely to be borne even by a nation in arms, crass errors of policy at home and gross mistakes in leadership in the field, the leap-frogging of Ministers jumping over back after back, the sinuous schemings of climbers and careerists clustering round the "turbulent priest."

Many cautions were given, heeded, and then ignored. The Emperor varied in mood and mind from moment to moment, according to the persuasiveness of those with him. The Rasputinites grew in strength and malignity. Then came the crash. "Something happened—that something which those at Court, though often warned, did not believe in, and which now, implacable and menacing, suddenly arose before us all. . . ."

Revolution—and then? Hammer and sickle in place of sceptre and sword; workman and peasant each with his rights; the harmony of comradeship; "the supreme power of the proletariat" as an example and an omen to the less enlightened! That was the ideal. In fact, how is it with Bolshevik Russia? Anton Karlgren, Professor of Slav at the University of Copenhagen, makes answer.

There are two and a half classes in the Russia of to-day—thus Zinoviev reckons—the artisans, the peasants, and "the half class . . . nothing to trouble about . . . the fragment of the former upper and middle classes, the despised bourgeoisie—a pariah class, more down-trodden and oppressed than the lower class ever was in days gone by." And these are divided amongst themselves, and sub-divided and sub-divided.

At the head of all are the leather-jacketed, spurred Communists, arrogance in excelsis, and the nepotic Bureau-

crats, who "lie like butter in cheese," are far mightier than were the reviled "Bourgeoisie, Tsar and Co.," and have contrived machinery so cumbrous and complex that it is for ever jamming and delaying production, choking itself with circulars and forms. They are the *élite*, and all below them are in the deeps! Also they are the window-dressers whose cunning displays deceive the innocents abroad, the propagandists who produce the "proofs" of the good that is in their peers. At various times, Professor Karlgren was introduced to model schools, museums, orphanages, the few "exhibition works that are shown to foreign Labour delegations"; and was made familiar with the Bolsheviks' boasts of ideal homes, perfect State Co-operative stores, model farms, free land, medical assistance, wonderful factory conditions, and what-not—especially that Imperial castle which has become that "thing never heard of before," a peasant sanatorium! Illusions all.

The schools' teaching must be more than tinged with Communism; and as to the higher education: "In most cases, Lunatyarsky reports with satisfaction, 'the students are opposed to their teachers, have no confidence in them, and seem to say: 'You lie; we know you; you are nothing but a bourgeois agent.'"

The orphanages are of such value that the Professor is constrained to write: "In the streets of the large towns . . . the unemployed find there—besides great hosts of the former bourgeoisie—other proletarian reserves, and this the category most to be pitied and with least hope

pigeons, or birds of any kind except in a cage; it is forbidden to saw or chop wood in the room; tenants are obliged to take measures to get rid of parasites and vermin; screams and disputes are prohibited from 11.30 p.m. to 9 a.m. . . . etc."

The Co-operative shops are so mishandled in most cases that even profiteering retailers have been allowed to trade again. They may exact stiff prices, but at least they give civility and the goods that are wanted. The State Stores, on the contrary, soon earned notoriety. They treated customers with contempt, stocked luxuries and did not stock necessities, and were so overstaffed by petty and often thieving "hangers-on" that not even their exorbitant charges could make them pay, particularly when "buyers" had a liking for Town and were able to draw expenses! "Everywhere," notes our authority, "there are extensive establishments with masses of officials—the least little Co-operative store is a complete bureaucratic business activity." An instance: Before the war a village shopkeeper had a turn-over of two millions, and employed seventeen assistants. "The State shop had not one-fifth of that turn-over but a far larger staff; there were ten officials in the office alone." Proof indeed of Sir Holberry Mensforth's recent dictum: "There is no incentive for a man employed by the State to do anything better than just keep his job. It would be a sorry day for the country were we to nationalise its industries."

As to labour in the cities and the towns, industrial indiscipline is such that any attempt at running factories or works on a commercial basis is a farce. Perhaps naturally, remembering the conditions in which they exist, and that the average wage is 27s. 9d. a week in money that has less purchasing power than it has in England, the majority of the men have lost all interest, all pride of craftsmanship. They do not see why they should speed up, why they should not take as long as they wish for meals and for chat, why they should not show contempt for experts and specialists by "eating them"; that is, by unreasonably obstructing "bourgeois" engineers and the like. The result is chaos. "Work-intensity in Russian industry was amongst the lowest in Europe even before the war. But, at the present moment, conditions have become really incorrigible; never has the work been worse in Russia than under the workers' dictatorship.

"Some of the figures given by the Bolsheviks themselves in that respect are significant. I am going," said Djersjinsky, in a speech in December 1924, "to show by plain industrial figures how many workmen during the year 1923-4 were needed for work that in 1913 required a hundred men: in the coal industry, 214; in naphtha production, 213; in shoe manufacture, 234; in chemical industries, 292; in tobacco production, 318, etc.' . . . In the South Russian metal industry—the figures are still Djersjinsky's—the value of a workman's yearly production was in 1913, 3227

roubles; in 1923-4 its value, reckoned at pre-war prices, was 988 roubles. . . . In a number of machine factories a worker in 1913 produced, on an average, goods to the value of 1740 roubles, in 1923-4 of 810 roubles. . . ."

Such cases may be multiplied to the nth. All lead to the same conclusion. However bad the condition of the Russian people under Imperialism, it is infinitely worse under Bolshevism. Corruption there was, corruption there is; ineptitude there was, and is; bureaucracy spying, police abuses, bad housing, grinding poverty, misuse of power, autocracy, serfdom and sycophancy, class-hatred—all remain and have been intensified. Those who smiled, even if through tears, are sullen. There are Comrades; but they are Comrades—in arms!

To the artisans one hope remains—the peasants despair, for they have Land, but not the corn that is the fruit of the land—and that hope is the World Revolution. In the advent of that they believe with a faith that seems unshakable. Thus they are sustained. Like Icarus, they fly in the sun: none can prophesy the dolefulness of the disaster when the wax of the wings shall melt!

"The Reign of Rasputin" and "Bolshevist Russia" may well be read in conjunction. Each has its value; each its lesson. And the greater is "Bolshevist Russia," a book which—if only they could but be persuaded to try it—would prove to be a certain cure for Communists, a tonic to be taken in all cases of "Seeing Red."—E. H. G.



A PHOTOGRAPH OF GREAT INTEREST IN VIEW OF MME. BORODIN'S ARREST AND THE DISSENSIONS IN THE CHINESE NATIONALIST CAMP: A GROUP, INCLUDING M. BORODIN (EXTREME LEFT), MME. BORODIN (THIRD FROM LEFT), GENERAL GALLENTS (SIXTH), MILITARY ADVISER, AND GENERAL CHIANG KAI-SHEK (SEVENTH)—ALL STANDING.

Mme. Borodin, wife of the "Red" Russian Communist agent with the Nationalists in China, was recently arrested by Chinese Northerners at Nanking, while she was travelling to Hankow in a Russian steamer. The report that three Russian agents arrested with her had been executed was denied by M. Merkuloft, the "White" Russian adviser to General Chang Chung-chang, the Northern leader. M. Merkuloft stated that she was comfortably housed, though under guard, and was allowed to telegraph to her husband. She and her companions were taken to Tsinanfu. The Chinese Nationalists (Cantonese) have split into "Red" and "Pink" (moderate) factions, the latter headed by General Chiang Kai-shek, who has denounced the Communists. General Gallents, previously described as a Russian, was stated recently to be an Austrian ex-staff officer who was a prisoner-of-war in Russia and joined the "Red" Army in 1918.—[Photograph by Sport and General.]

of any redemption—the father-and-motherless children. The World War and the civil war deprived endless numbers of little ones of their parents; in numbers, calculated by the Commissariat for Public Health at the fabulous total of 2 millions, they wander about the streets and slums, friendless and homeless, begging a livelihood, sinking into vice and crime, and ending in physical, psychic, and moral ruin. Teachers and doctors are unanimous in assuring us that, in the overwhelming majority of these children, who sleep in the sewer-pipes, in asphalt cauldrons, in doorways of deserted houses, there are already the seeds of various kinds of spiritual and bodily diseases."

The model farms treat the villagers as pests; and, anyway, the peasant has cause to complain: "The local Soviet authorities have such an insatiable appetite that the peasants cannot, after all, help a feeling of reaction. 'I used to come to the *ispravnik*—the police commissioner in the time of the Empire—a peasant said to me, 'with a score of eggs, but the *tovaristji* take both eggs and hen as well.'"

Homes are so ideal that it is recorded: "It is scarcely possible, at any rate in Moscow, to speak any longer of Russian homes, since people live all together in a genuine communistic collection. The authorities certainly try to regulate this by benevolent instructions. It is forbidden, so it literally runs in their issue of 'Rules for Living Together,' 'to keep in the dwelling pigs, goats, sheep, rabbits,

\* "The Reign of Rasputin: An Empire's Collapse." Memoirs of M. V. Rodzianko, President of the Russian State Duma. Translated by Catherine Zvegintzoff. Introduction by Sir Bernard Pares. (A. M. Philpot; 12s. 6d. net.)

"Bolshevist Russia." By Anton Karlgren, Professor of Slav at the University of Copenhagen. Translated from the Swedish by Anna Barwell. (George Allen and Unwin; 12s. 6d. net.)



## A WILD OWL THAT WILL SIT BESIDE A DOG TO BE FILMED.

PHOTOGRAPH BY CAPTAIN C. W. R. KNIGHT, M.C., F.R.P.S., FROM HIS NEW NATURE FILM, "THE FILMING OF THE GOLDEN EAGLE."



### TAME BUT FREE : A TAWNY OWL THAT LIVES IN A KENTISH GARDEN AND HAS MADE FRIENDS WITH THE OWNER.

A wonderful film illustrating the life and habits of the golden eagle in the Highlands of Scotland is to be shown and described by Captain C. W. R. Knight at the Polytechnic Theatre, in Regent Street, on April 2. As a preliminary to the "Golden Eagle" part of the film he will show the wild tawny owl which we illustrate above. One evening over a year ago, Captain Knight was in his Kentish garden, and heard the call of an owl. He imitated the call, whereupon the bird flew down and hit him in the face, scratching him badly. The next evening,

when the bird responded to the call, Captain Knight was able to grasp it by the legs, and then took it inside the house for examination. Since then the owl, although continuing its natural life in the open, has been quite tame. It comes down from the trees whenever Captain Knight walks into the garden, and will perch upon his head and feed from his hands. So tame has the owl become that it is not afraid to sit beside a dog whilst cinematograph pictures are taken. Previous photographs by Captain Knight appeared in our issue of April 11, 1925.



# A WINDOW ON THE WORLD: INTERESTING VIEWS OF

PHOTOGRAPHS BY TOPICAL, C.N.



THE SIR WILLIAM DUNN SCHOOL OF PATHOLOGY AT OXFORD: THE NEW £75,000, BUILDING DESIGNED TO GIVE THE BEST MODERN FACILITIES FOR TEACHING AND RESEARCH—FRONT VIEW.



A DUG-OUT (PROBABLY NOT OF AFRICAN ORIGIN) CAST UP ON THE BEACH IN ALGOA BAY: A CANOE WHICH SUGGESTS THAT THE MALAYS MAY HAVE VISITED THE EAST COAST OF AFRICA IN DUG-OUTS.



THE WINNER OF THE NATIONAL HUNT STEEPCHASE, AT CHELTENHAM: MRS. C. STEVENS' FINE YARN; MR. JACK STEVENS UP.



ATTEMPTING TO BREAK A SWIMMING RECORD IN A SHARK-INFESTED SEA: MR. BERT GARD IN THE WATER WITH A WIRE-NETTING "CAGE" SUSPENDED UNDER HIM TO PROTECT HIM FROM ATTACK.



THE REV. S. SWANN'S NEW "SLUICE" RACING EIGHT: WATER THAT HAS BEEN SHIPPED DISCHARGED ABOARD THE COXSWAIN'S SEAT—AN EXPERIMENTAL TEST.

The Sir William Dunn School of Pathology was handed over to the University on March 11. The dug-out canoe cast up at spring tide, in February, on the beach in Algoa Bay at a point known as New Brighton, is 22 ft. long, 16 in. wide, and 14 in. in depth. Our correspondent notes: "Professor Ernest Schwarz, of Rhodes University College, at Grahamstown, is positive it is not of African origin, and his opinion is that it has come from the Mergui Archipelago, which is to the south-west of Siam, in the Bay of Bengal. Has the canoe travelled the five-thousand-odd miles along the ocean current which originates in the Bay of Bengal? Or does it denote that in ancient times the Malays visited the East Coast of Africa in fleets of dug-out canoes, and that the specimen in our possession [at Port Elizabeth Museum] has been buried beneath the sand or mud of the sea-floor for centuries, to be eventually washed out and carried to Algoa Bay by the ocean current? In the canoe, towards the front, there is a square inset for the insertion of a mast."—On Foundation Day, Mr. Bert



A LONDON MEMORIAL SERVICE TO DR. SUN YAT SEN: MR. GEORGE LANSDOWN, LABOUR M.P., SPEAKING BY THE "ALTAR" AND ITS PORTRAIT OF SUN YAT SEN.

# NOTABLE EVENTS AND OCCASIONS AT HOME AND ABROAD.

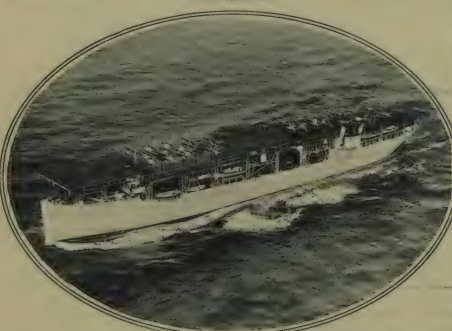
RODCH. I.B., L.N.A., AND P. AND A.



THE "MYSTERY" DUG-OUT CAST UP IN ALGOA BAY: ANOTHER VIEW OF THE CANOE; SHOWING BARNACLES AND THE GENERAL CONDITION OF THE CRAFT, ABOUT WHICH THERE IS SPECULATION.



SOLOMON'S POOLS, AT JERUSALEM, FILLED TO THE BRIM WITH WATER FOR THE FIRST TIME FOR THREE OR FOUR CENTURIES, THANKS TO RAIN AND SNOW: LORD FLUMER, HIGH COMMISSIONER FOR PALESTINE, PAYING A VISIT.



A U.S. AIRCRAFT-CARRIER THAT BEARS THIRTY AEROPLANES ON HER LANDING-DECK AND OTHER "PLANES ON HER "DANCING-FLOOR" DECK AND LOWER DECK AND IN HER HOLD: THE "LANGLEY."



SAID TO REQUIRE REBUILDING OWING TO THE EVER-INCREASING NUMBER OF BOOKS: THE BRITISH MUSEUM LIBRARY—A PART OF ITS READING-ROOM.



THE STORM DISASTER TO THE UNION PACIFIC LOS ANGELES-CHICAGO EXPRESS: A WRECKED CAR AND PART OF THE FLOOD-WEAKENED BRIDGE OVER PUENTE CREEK.



THE QUEEN AT THE METROPOLITAN HOSPITAL, KINGSLAND ROAD, HACKNEY: HER MAJESTY ARRIVING TO LAY THE FOUNDATION-STONE OF THE NURSES' HOME.

Gard, of Townsville, North Queensland, attempted to break the record for a swim from Magnetic Island to Townsville, which meant that he had to cover approximately six miles of a shark-infested sea. The police authorities would not allow him to swim without protection, so a large wire-netting "cage" was suspended under him and towed along by a motor-launch. Representatives of the British Museum recently interviewed the Prime Minister as to funds for the rebuilding of the Library. The "Iron Library" cannot be extended without risk of the shelves falling under the weight of volumes. There is not the slightest immediate danger.—On March 12 a test was made of the Rev. S. Swann's method of getting rid of the water which an eight-oar racing boat takes aboard, even in mildly rough weather. Swing doors are fitted beneath the seats of Nos. 5, 6, 7 and stroke. The action of rowing draws the water astern and it is discharged abaft the coxswain's seat.—A Memorial Service in honour of the late Dr. Sun Yat Sen was held on March 12 in the Chinese Legation in London.



## CHINA: AN EXECUTION; DOMESTIC LIFE; "RUGGER" AT SHANGHAI.

PHOTOGRAPHS BY C.N. AND L.N.A.



A CHINESE EXECUTION BY SHOOTING INSTEAD OF BEHEADING: A PHOTOGRAPH FROM TIENTSIN, SHOWING THE CULPRIT PLACED KNEELING WITH HIS BACK TO THE EXECUTIONER (STANDING BEHIND READY WITH HIS RIFLE).



A "RUGGER" MATCH AT SHANGHAI BETWEEN THE NAVY AND THE GLOUCESTERSHIRE REGIMENT: THE FIRST FOOTBALL MATCH PLAYED THERE SINCE THE ARRIVAL OF THE DEFENCE FORCE.

THE INTERNATIONAL SETTLEMENT AT SHANGHAI, WHERE CHINESE TROOPS WERE LATELY TURNED BACK BY THE DURHAM LIGHT INFANTRY: THE BUND, ONCE A MUD-FLAT, DEVELOPED, MAINLY BY BRITISH ENTERPRISE, INTO A SPLENDID RIVER FRONTAGE—SHOWING (LEFT TO RIGHT) THE SHANGHAI CLUB AND THE DOMED BUILDING OF THE HONG-KONG AND SHANGHAI BANK.



DOMESTIC LIFE AMONG THE CHINESE PEASANTRY: A TYPICAL HOMESTEAD NEAR SHANGHAI, WITH WOMEN WINDING COTTON, MUCH GROWN IN THE DISTRICT.

On March 12 a band of 500 armed Shantungese troops (Northerners) attempted to enter the International Settlement at Shanghai, but a force of two hundred men of the Durham Light Infantry marched up all ready for action, and the Chinese retired. Their commander afterwards called on Major-General Duncan, G.O.C. Shanghai Defence Force, and expressed his regret. It was reported on the 13th that so far the Cantonese had made no direct movement towards Shanghai, but had announced their intention of taking back the International Settlement by "economic pressure"—that is, strikes and boycotts—rather than



DOMESTIC LIFE AMONG THE WEALTHIER CHINESE: THE MASTER OF A HOUSE TAKING HIS EASE IN HIS GARDEN, WITH HIS WOMENFOLK AND A CHILD.

force of arms. "The Settlement," writes the "Times" Shanghai correspondent, "was originally a mud-flat, worth nothing, whereas the present value of the river frontage is £200,000 per acre—or was before the fiasco at Hankow; foreign and Chinese property now under foreign administration in Shanghai is—or was—easily worth something like £200,000,000." A message of March 14 from Shanghai stated that assassins of the General Labour Union continued to commit murders with a view to creating a state of terror favourable to a general political strike, and on the 13th had shot a postal official and a tramway employee.



# The Colour of China: Home Life in the Land of the Hour.

FROM THE PAINTING BY JULES MONCE, EXHIBITED IN THE PARIS SALON (SOCIÉTÉ DES ARTISTES FRANÇAIS).



"THE ENTRANCE TO A WEALTHY CHINESE HOME IN PEKING": A TYPICAL GLIMPSE OF DOMESTIC LIFE IN THE PRINCIPAL CITY OF CHINA—SHOWING SOME PEKINGESE PET DOGS.

All eyes are turned to China to-day, and it is interesting to see, from this picture, what the entrance to one of the wealthier homes in Peking looks like. Describing "the stately homes of China" in an article contributed to this paper, Miss Juliet Bredon writes: "The sensation received on passing out of the busy, noisy streets of a Chinese town into one of these stately homes, with its flower-filled courtyards, is indescribable, because the contrast is

extraordinary—as if one had stepped from the workaday world into a fairy palace. . . . In high-class Chinese homes a second, a third, perhaps a fourth stone-paved *patio* beyond will be devoted to reception-rooms, with a temple for ancestral worship, a library, and so on, to complete the group of formal apartments. . . . The women spend the time that our athletic maids and matrons devote to golf or tennis in rearing the little Pekingese dogs."



# The Colour of Rome: Remarkable Paintings of Historic Monuments in the Eternal City.

FROM THE PAINTINGS BY MICHEL BERNARD, EXHIBITED IN THE SALON OF THE SOCIÉTÉ NATIONALE DES BEAUX-ARTS, PARIS.



"THE ARCH OF  
TITUS": ONE  
OF THE GREAT  
RELICS OF  
CLASSICAL  
ANTQUITY IN  
ROME, WHERE A  
COMPREHENSIVE  
SCHEME OF  
EXCAVATION AND  
CLEARANCE IS  
IN PROGRESS.



"THE FORUM":  
A PICTURESQUE  
CORNER IN  
THE HEART OF  
ROME'S GREAT  
CLASSICAL  
MONUMENTS,  
WHICH ARE NOW  
BEING CLEARED  
OF MODERN  
ENCROACHMENTS.



"THE PORTA DI  
SANTO SPIRITO":  
A GATEWAY NEAR  
ST. PETER'S,  
CONNECTING  
THE BORGO WITH  
THE VIA DELLA  
LUNGARA; BEGUN  
BY ANTONIO DA  
SANGALLO THE  
YOUNGER  
(1485-1546)  
AND ALMOST ON  
THE SITE OF THE  
OLD GATE OF  
THE SAXONS



"SANTA MARIA  
L'ANTICA": AN  
ANCIENT TEMPLE  
OF MINERVA  
WHICH WAS  
CONVERTED INTO  
A CHRISTIAN  
CHURCH IN THE  
SIXTH CENTURY.



These fine paintings of historic Roman buildings, by a Spanish artist, are of especial interest at the present time, in view of the great scheme of excavation and clearance among the classical ruins of Rome, undertaken last year by the Italian Government and still in progress. Under the auspices of Signor Mussolini, the Eternal City is undergoing a phase of transformation which combines modern town-planning improvements in the suburbs with historical research and greater accessibility to the monuments of antiquity, freed from the encroachments of later building and the superimposed rubbish of centuries. Whole streets have been

removed, and it will eventually be possible to walk for miles among the great classical ruins undisturbed by modern traffic. The monumental zone of Rome, with its temples, forums, arches, and amphitheatres, will then form a unique area of the finest archaeological remains in the world. The Arch of Titus, it may be recalled, was erected by that Emperor to commemorate his victory over the Jews in A.D. 70. The Church of Sta. Maria Antica, near the Forum, was once a Temple of Minerva, and was converted into a Christian church in the sixth century. Another church built over it in the sixteenth century was pulled down in 1900.



# ROVER CARS



THE ROVER CO. LTD. 61 NEW BOND ST. W.1 & COVENTRY



## PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY BARRATT, BASSANO, E. AND F., S. AND G., AND SWAINE.



**MISS ROSAMOND SMITH.**  
The first woman to be selected as Chairman of the L.C.C. Theatres and Music-Halls Committee. Formerly Parliamentary Sec. National Council of Women.



**THE FIFTH EARL AMHERST.**  
Succeeded his father on March 7. Formerly Captain Viscount Holmesdale, M.C. Has been working as a dramatic critic in New York.



**VICE-ADMIRAL THE HON. SIR HUBERT G. BRAND.**  
Commander-in-Chief of the Atlantic Fleet in succession to Admiral Sir Henry F. Oliver. Was Captain of the Fleet on the Admiral's Staff, in the "Queen Elizabeth," when Admiral Beatty was Commander-in-Chief of the Grand Fleet.



**MR. HUGH L. BEAZLEY.**  
The new Judge of the County Courts on Circuit 16, in place of the late Judge Head, who, it will be recalled, died in tragic circumstances. Circuit 16 includes Hull, etc.



**MR. J. D. CASSELS, K.C., M.P.**  
Recorder of Guildford in place of the late Sir Edward Marshall Hall. Unionist M.P. for West Leyton since 1922. Formerly a journalist.



**MISS K. SHAW.**  
Winner of the newly constituted Championship of Great Britain in the International Style of Figure-Skating for Ladies—at the Ice Club, Westminster. Member of the Manchester Skating Club.



**MAJOR LARRE-BORGES AND OTHER URUGUAYAN AIRMEN WHO WERE CAPTURED BY MOORS**  
The airmen were robbed, but were ransomed by the Spanish authorities. They had made a forced landing on the sea some sixty miles north-east of Cape Juby.



**MISS ETHEL MUCKELT AND MR. J. F. PAGE.**  
Winners of the Pair Skating Championship of Great Britain, at the Ice Club, Westminster. Miss Muckelt was second in the Ladies' Championship. Mr. Page won the Men's Championship.

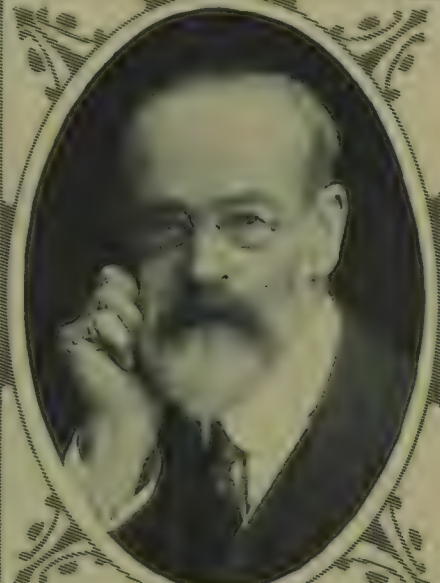


**MONSIGNOR CANON MOYES, D.D.**  
(Died, March 11; aged 76.) Canon Theologian of the Roman Catholic Archdiocese of Westminster. Sub-delegate Apostolic for the Cause of the English Martyrs, and a Domestic Prelate (Pope Leo XIII.).



**A FIFTEEN-YEAR-OLD SKATING CHAMPION: SONJA HENIE, OF OSLO; WITH HER TROPHIES.**

Sonja Henie is acclaimed as a world's champion figure-skater amongst ladies. She first competed in public when she was eleven and she is well known to the cinema-going public as an exponent of the sport that has won her fame.



**DR. WALTER LEAF.**  
(Died, March 8; aged 74.) Chairman of the Westminster Bank, and famous as a classical scholar. His studies lay mainly in Homer and particularly in the Iliad, which he edited in the "grand manner."

At the outbreak of the Great War, Sir Hubert Brand was Naval Attaché at Tokyo; and in 1915-16 he was Naval Assistant to the Second Sea Lord. When Admiral Beatty was appointed Commander-in-Chief of the Grand Fleet, he became Captain of the Fleet on the Admiral's Staff. His later appointments include those of Commander of his Majesty's Yachts, and he was in command of the First Cruiser Squadron, 1922-24. Since March 1925, he has served at the Admiralty, and he was chosen as Second Sea Lord on the death of Vice-Admiral Culme-Seymour.—Four Uruguayan airmen—Major Larre-Borges, his brother, and two mechanics—flying from Casablanca on what was to have been the final stage of a

flight from Malaga to Montevideo, made a forced landing on the sea some sixty miles north-east of Cape Juby, and, after swimming desperately, were cast ashore with the wreckage of their machine. There they were captured by nomad Moors, who stripped them, searched them, robbed them, and marched them to the native village of Puerto Cansado. Eventually, they were ransomed by the Spanish authorities—it is said for 50,000 pesetas.—Monsignor Moyes was born in Scotland and educated in Ireland, in France, and in Rome. At twenty-five he filled a professorial chair at St. Bede's College, Manchester. In 1895, he took up the position he held at the time of his death.

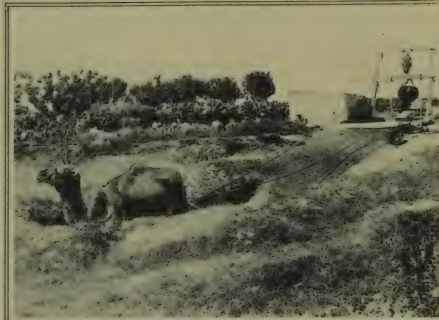


## CURIOSITIES FROM MANY LANDS: STRANGE CUSTOMS AND

PHOTOGRAPHS BY PRENSA GRAFICA (MADRID), P. AND A.



1. THE PREMIER OF SPAIN AND A STRIKING EXAMPLE OF MODERN SPANISH ENGINEERING: THE MARQUIS DE ESTELLA (CENTRE OF GROUP, FACING CAMERA) VISITS CONDUIT ARCHES FOR IRRIGATION PURPOSES IN THE PANTANO MARSH OF GUADALQUIVIR.



2. A TUNISIAN CAMEL TRAINED TO KEEP ON DRAWING UP BUCKETS OF WATER THAT EMPTY INTO A TROUGH FOR IRRIGATION PURPOSES: AN ANCIENT USE OF THE "SHIP OF THE DESERT" STILL IN OPERATION TO-DAY.



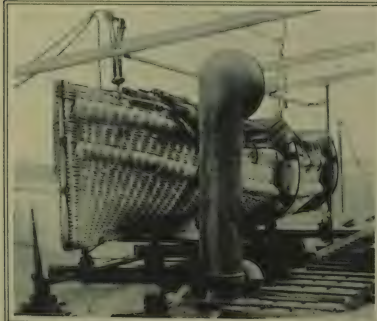
3. AN ALL-WOOD WATER-WHEEL ON THE EUPHRATES: IRRIGATION BY PITCHERS ON THE RIM THAT EMPTY INTO AN AQUEDUCT.



4. A CURIOUS USE FOR OBSOLETE RIFLES: OLD FIRE-ARMS AS THE UPRIGHTS IN A RAILING OUTSIDE THE PERSIAN MILITARY BARRACKS IN THE SHAH'S SQUARE AT ISFAHAN.



5. A ROADSIDE PILLAR CONTAINING A BRIGAND WALLED-UP ALIVE: AN OLD PUNISHMENT FOR HIGHWAY ROBBERY IN PERSIA.



6. A NEW TYPE OF SHIP'S LIFEBOAT IN A DUTCH STEAMER: A BOAT ENCASED IN BASKET-WORK AND FITTED WITH BULGES OF CORK.



7. THE LATEST ATTEMPT TO RECOVER TREASURE FROM THE WRECK OF THE "GROSVENOR": THE MOUTH OF A TUNNEL TO THE SUPPOSED POSITION OF THE SHIP LOST OFF PONDOLAND IN 1722. These illustrations might be described as studies in the unusual. A few further notes may be of interest. (2) This camel is trained to walk down the excavated runway, thus drawing up a large bucket of water that empties into an irrigation conduit. The camel then backs to the top, letting down the bucket again, and repeats the process all day. An Arab boy in charge lies under a bush and shouts at the camel if he stops to rest.—(5) On the circumference of these wheels earthen pitchers are fixed at such an angle that they fill with water in the river, and at the top of the revolution empty into the trough. The water then flows into the aqueduct.—(7) Robbers in Persia were formerly executed by being bricked-up alive near the scene of their crimes.—(8) This 100-ft. high elephant of pasteboard and white cloth over a wicker framework containing combustible material formed the funeral pyre at the cremation of a Buddhist

## REMARKABLE STRUCTURES OF YESTERDAY AND TO-DAY.

SPORT AND GENERAL, C.N., UNDERWOOD, TOPICAL, ETC.



1. PAPER "CAVALRY" MADE FOR A CHINESE FUNERAL, AND BURNT AFTER THE BURIAL CEREMONY: A MOUNTED BODYGUARD INTENDED FOR THE PROTECTION OF THE DECEASED IN THE AFTER-LIFE.



2. ONE OF THE SMALL HUMPED OXEN USED TO DRAW CARTS (OF THE TYPE SHOWN) IN ZANZIBAR: A BREED IMPORTED FROM MADAGASCAR AND ONCE FAMILIAR IN DURBAN, BUT ELIMINATED FROM NATAL BY CATTLE-FEVER.



3. A COLOSSAL "DUMMY" ELEPHANT: A 100-FT. HIGH STRUCTURE FOR THE CREMATION OF A BURMESE PRIEST.



4. A CURIOUS MEMORIAL IN THE SOUTH RAMPART AT BRUGES: A WOODEN EFFIGY OF AN OLD GARDENER LOOKING OUT OF WINDOW, MADE BY THE OWNER OF THE HOUSE TO REMIND HIM OF A FAMILIAR SIGHT.



5. THE PRE-WAR PLACE OF WORSHIP OF THE ENGLISH COLONY AT HANOVER: THE CHAPEL OF ST. NICHOLAS, DATING FROM THE 13th CENTURY.



6. THE "CHAIR OF PEACE" OR FREED STOOL, IN BEVERLEY MINSTER: ONE OF TWO SURVIVING IN ENGLAND—A RELIC OF THE MEDIEVAL CUSTOM OF SANCTUARY.



7. A GIGANTIC NEW GERMAN AEROPLANE: THE ALL-METAL JUNKERS 20-SEATER, WEIGHING SEVEN TONS—SHOWING A SIDE SEARCHLIGHT FOR NIGHT LANDINGS.

8. The coffin was hauled up to the pagoda-like bier by a cable.—(9) The gardener used to spend hours gazing from a window at the garden, and when he died, his employer, missing the sight of the old man, had this wooden effigy constructed.—(10) The Chapel of St. Nicholas at Hanover is first mentioned in a record of 1225.—(11) This lifeboat encased in basket-work and cork is used in the steamship "Callisto" of Rotterdam.—(12) During the last twenty-five years several attempts have been made to save the treasure of the "Grosvenor," wrecked on the coast of Pondoland in August 1722. She is believed to lie in a cleft of the rocks, and a 250-ft. tunnel is being driven towards the spot.—(13) Right of sanctuary was granted to Beverley by King Athelstan in 938. The "Chair of Peace" or "Freed Stool" was a refuge even from the King's anger. One other in England is at Hexham Priory.



## THE MODERN HORSEWOMAN: A FINE PHOTOGRAPH OF A FINE JUMP.

PHOTOGRAPH BY NEWS ILLUSTRATIONS.



A RETURN TO THE SIDE-SADDLE? MRS. E. A. RASHLEIGH, ON PADDY, TAKING THE WATER-JUMP IN THE HUNTER TRIALS OF THE OXFORD DRAGHOUNDS IN THE BICESTER COUNTRY.

As a change from a point-to-point meeting, which has no practical interest for lady members of a hunt, the Oxford University Draghounds, under the leadership of their Master, the Hon. W. W. Astor, of New College, ended their season, on March 11, with a very successful Trial of Hunters, at Middleton Stoney, in the heart of the Bicester country. Many ladies who follow the Heythrop, South Oxfordshire, and Old Berks hounds were among the competitors. The course

was about a mile long, with nine obstacles, including two water-jumps, and there were no fewer than 209 entries for the five events. The day was a triumph for the ladies, as the open class was won by Mrs. Abraham of the Whaddon Chase, and the Champion Challenge Cup, contested by winners in other classes, by Mrs. Beckwith Smith, also the winner in the Ladies' class. Both rode side-saddle. Mrs. Rashleigh, as our photograph shows, took the water-jumps in fine style.



# LIGHT *or* DARK ?



Many a friendly quarrel has arisen from that question "light or dark?" For whichever you drink you will swear that nothing else was ever brewed with quite the same true lager flavour, so cooling to the throat, so bracing and generously warming.

## BARCLAY'S LAGER

*Light or Dark . . . The Drink for every kind of thirst.*



# Fashions & Fancies

PARIS SENDS US MANY FASCINATING ACCESSORIES WHICH HAVE EACH THEIR APPOINTED TASK TO PERFORM, SOMETIMES COMBINING THREE IN ONE.

Two useful and novel accessories for the smart woman travelling by car or rail. They are to be found at Mappin and Webb's, 158, Oxford Street, W.

## The Scarf which Turns into a Bolero.

When we were very young, the transformation scene of Cinderella turning into the princess or the old woman into a wicked fairy was always our favourite, and even in this sophisticated age there is something very attractive about a dress or accessory which can change its shape like magic. So Paris has amused herself and her followers enormously by creating the scarf-bolero, which can be worn either way with equal success. In the afternoon, there are long scarves of chiffon or tissue with the ends passed through slots and allowed to fall down the back. In the evening, these same slots miraculously take the place of arm-holes, and behold! a little coatee appears, complete with long draperies sweeping down the front of the frock. Another "two in one" ensemble is the Spanish shawl, which, when worn double, looks perfectly ordinary and innocent of all subterfuge, but when open reveals a hole for the head in the centre, so that it can be worn as a complete cloak.

## Shoulder-Straps of Flowers.

The single flower which blossomed on the shoulder last season developed first into a large posy worn just a little lower, and now has lengthened into a complete trail of flowers which plays the rôle of a shoulder-strap. Frocks nowadays are so fragile, made of chiffon and net, that single flowers pulled them out of place, so that the decoration now supports the frock instead. On the smartest frocks the flowers appear on one side only, and are usually longer than the opposite rival of material or diamanté, achieving the new slanting neck-line which is designed to be in sympathy with the drooping hem. One lovely evening frock, inspired by this mode, is of palest apple-green chiffon with long draperies falling from one shoulder, the other left bare except for a strap of palest pink roses. The edge of the draperies is weighted with the same flowers. Another evening décolleté which comes as a wholesome change from the too familiar V or round neck, is a frock drawn high in front in an inverted V which develops into a scarf, thrown lightly over the shoulders with two long ends forming side draperies. Each is weighted with a heavy tassel of pearls and crystals to keep the front of the frock in place.

## Motoring Coats and Sweaters.

Never is the call of the open road more insistent than at this season of the year, when the first signs of spring are brightening the countryside. There is something exhilarating about an open car just now, but there must be no illusions about the temperature; it is exceedingly cold always, and a warm motor coat is a necessity. A lovely model which is warm and practical as well as smart is the coat below, which comes from Dunhill's, of Conduit Street, W. It is of scarlet super leather, as soft as fine kid, and is lined with white fur. Long leather coats made to measure can be secured in these salons from 9½ guineas upwards. Pictured on the right is an attractive suit which is ideal for motoring or golf. The short coat is of red suède trimmed with checked suiting to match the skirt. The hat is also of suède, and the entire outfit can be secured for 12½ guineas. There are smart sweaters and pullovers of silk and wool, cashmere, and so on, available from 2 guineas upwards in the newest designs, useful items of every woman's spring wardrobe.

## Spring Hats Large and Small.

Hats may look alike nowadays, but there is all the difference in the world in the correct size and fitting. Specialists who study every shape of head and individual needs are Woodrow's, of

46, Piccadilly, W., long famous for their attractive hats for sports and country wear in all weathers and climates. In their salons were sketched the two new models pictured above. At the top is a shady affair with a draped crown of fawn silk and the large brim of straw lined with silk. The price of this is 37s. 6d., and 35s. is the cost of the black felt. The feather mount is extra, and can be chosen from an infinite variety. Sports felts are available for 35s., and a soft felt hat for riding can be secured for 25s., in all the appropriate shades. A catalogue of spring and summer hats will be sent post free to all who apply mentioning the name of this paper.

## Motoring Bags and Cases.

Nowadays, all travelling accessories are as compact as possible, and a miracle of convenience is the Monte Carlo bag pictured at the top of this page, designed for long journeys by car or train. As the sketch shows, the top can be opened quite independently of the base, which forms a case fitted with all toilet requisites carried out in silver gilt. The price is £22 complete at Mappin and Webb's, 158, Oxford Street, W., where there are hundreds of these useful travelling companions at varying prices. Another ingenious accessory is the morocco leather folding case above, containing a cushion and fine wool travelling rug. Then a picnic tea-basket, equipped with kettle, stove, cups, saucers, canisters, and so forth, is obtainable for £3 15s., and a luncheon-basket for two persons, with stainless cutlery and plated fittings, is £4 15s. For short outings, a useful light refreshment case of solid leather, containing Thermos flask and plated sandwich box, can be secured for £2 15s., and a luncheon-case in solid leather which includes whisky-flask, Perrier water, etc., is obtainable for £5 5s. A brochure illustrating other picnic cases can be obtained gratis and post free by mentioning the name of this paper.



These attractive motoring outfits must be placed to the credit of Dunhill's, Conduit Street, W. The long coat is of scarlet leather lined with fur, and the suit of red suède and checked suiting.





## "Vapex" meets a real need

A REAL need of modern times has been for a reliable pleasant, and unobtrusive method of avoiding colds and 'flu. Just a drop of "Vapex" on your handkerchief each morning so that you can inhale the vapour during the day, protects you from these diseases.

All Chemists, 2/- and 3/-

Sole Makers:

THOMAS KERFOOT & CO., Ltd.,  
Bardsley Vale, LANCs.

(V 11)

## DRYAD CANE FURNITURE FOR HOUSE & GARDEN

WHY has Dryad Furniture that style, quality and comfort which has made its reputation as the leading cane furniture for house or garden?

BECAUSE it is properly constructed upon wood and cane frames which cannot go out of shape or wobble, and has a strength and durability not found in ordinary wicker or its substitutes. There are no tacked on plaits to hide shoddy work. Each piece bears the label 'DRYAD FURNITURE REGD.'

BOOKLET OF DESIGNS POST FREE FROM B DEPT.

DRYAD CANE WORKS, LEICESTER

Why go  
Grey?

HINDS  
HAIR TINT

tints grey or faded hair any natural shade desired—brown, dark-brown, light-brown or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over a million people. Medical certificate accompanies each bottle. Of all Chemists, Stores and Hairdressers. 2/6 or direct:—

HINDS, Ltd., 60, Parker Street, Kingsway, London.

SUTCLIFFE'S

Bungalows  
Recreation  
Halls, Lock-  
up Shops,  
Teel Sheds.

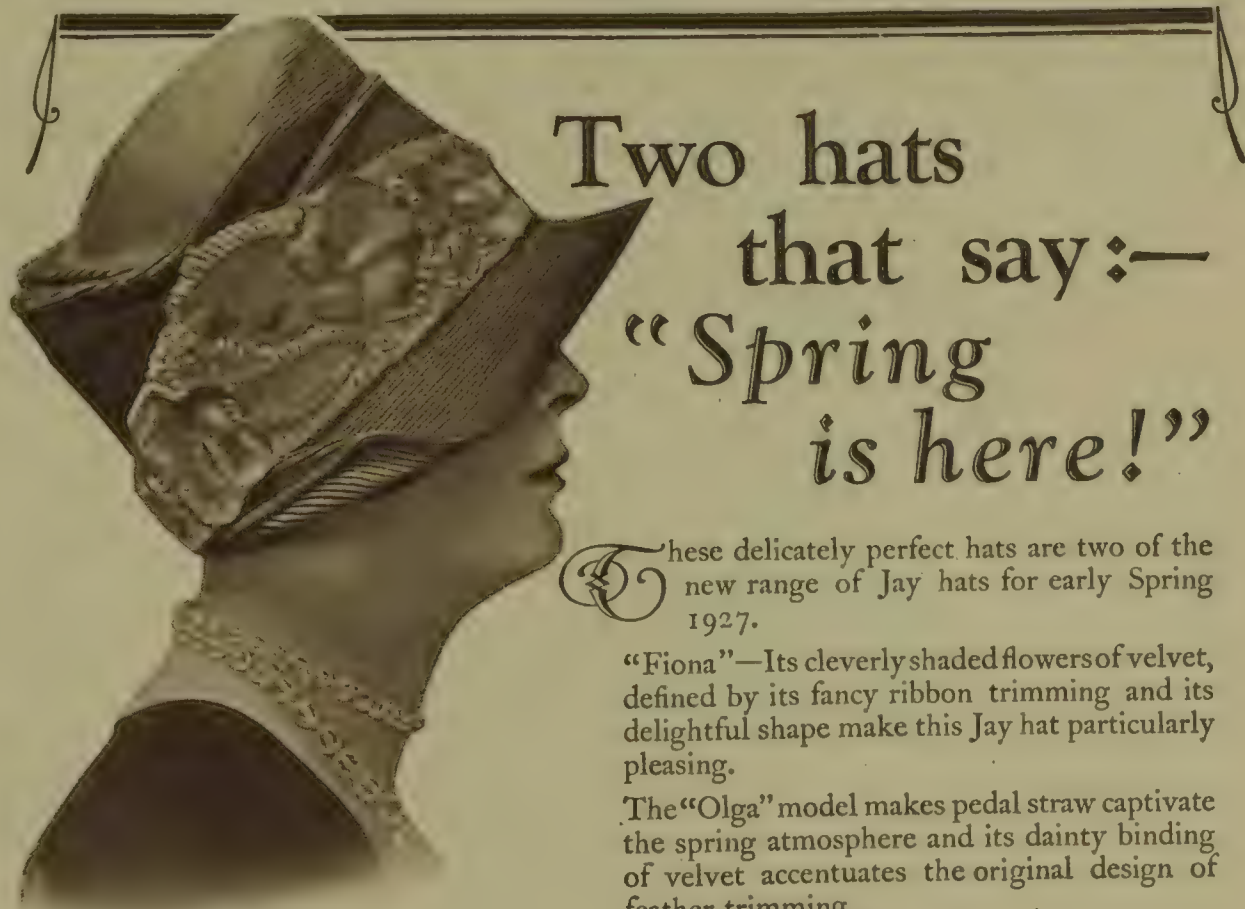


## SECTIONAL WOOD BUILDINGS.

Keenest Factory Prices, Carr. paid. Easily erected. Seasoned timber. Garden Sheds 33/-. Greenhouses £7-10. Garages £11. Summer Houses £10-15. Lock-up Shops £17. Sports Pavilions £14-10. Outdoor Sleeping Rooms £10-5, etc. 100 page 3-colour cat. FREE.

F. & H. SUTCLIFFE, LTD.,  
37 Wood Top, Hebden Bridge, YORKS.  
Phone: Hebden Bridge 58.  
Easy Terms arranged.

London Showrooms:  
40-42, Oxford St., London W.1



## Two hats that say:— "Spring is here!"

These delicately perfect hats are two of the new range of Jay hats for early Spring 1927.

"Fiona"—Its cleverly shaded flowers of velvet, defined by its fancy ribbon trimming and its delightful shape make this Jay hat particularly pleasing.

The "Olga" model makes pedal straw captivate the spring atmosphere and its dainty binding of velvet accentuates the original design of feather trimming.

"Fiona"

Sizes—small,  
medium & large

## Jay HATS

—the essence of refinement

Jay Hats are not expensive!  
—and they wear!

If you have any difficulty  
in obtaining a Jay Hat,  
write direct to—

VICTOR JAY & CO., Dept. (I)  
Wholesale only, 34 Southwark Bridge Road, S.E. 1



"Olga"

Sizes, 6½, 7 & 7½

DRINK MORE WATER

BERKEFELD  
FILTER

BRITISH

Sardinia House, Kingsway, London, W.C.2

## TERMS OF SUBSCRIPTION

	(1927) TO		
"THE ILLUSTRATED	LONDON	NEWS."	
12 Months (In- cluding Xmas No.)	U.K. £3 4 0	CANADA. £3 1 8	ABROAD. £3 11 4
6 Months.....	£1 10 0	£1 9 3	£1 13 9
(Including Xmas No.)	£1 14 0	£1 12 6	£1 17 6
3 Months.....	15 0	14 8	17 0
(Including Xmas No.)	18 10	17 10	£1 0 4

Subscriptions must be paid in advance, direct to the Publishing Office, 16, Essex St., Strand, London, W.C.2. (By airmail, crossed "The National Provincial & Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 16, Essex St., Strand, London, W.C.2.

BAILEY'S  
PUBLIC CLOCKS.  
WATCHMEN'S  
TELL TALES  
RECORDERS  
TESTERS, &c.

W. M. BAILEY & CO. Ltd. 111, Abchurch Lane, LONDON, E.C.4.

31,000  
Sold!

SPENCER  
PIANOS

Write for the beautifully  
illustrated Art Catalogue  
of Spencer Pianos.

Baby Grands. Upright Grands.  
Tropical Models. Player-  
Grands and Uprights.  
School & Ship Models.

Spencer Pianos are fam-  
ous the World over for  
Glorious Tone, deli-  
cate Touch and  
thorough All-  
British Con-  
struction.

Your old Piano taken in part  
purchase. Deferred Payments  
arranged if desired.

Special Agents:  
**MURDOCHS**  
The Great Piano House  
461-463 OXFORD STREET W 1

Delivery  
Free



## THE WORLD OF WOMEN.

## American Hostesses.

It is interesting to note that four out of the five hostesses who have, within the past week or two, had the honour of entertaining the King and Queen at dinner are American peeresses. The first was the Duchess of Roxburghe, who gave a dinner party early in the month at which their Majesties were present; and last week they honoured Lord and Lady Astor by dining with them at their house in St. James's Square, and the following night they dined with Lord Granard and Lady Granard, who was Miss Ogden Mills. This week they attended a dinner given by Lord and Lady Londonderry.

## A Temple Wedding.

It is many long years since the lawyers of the Temple used the rotunda of the ancient Temple Church as a place for transacting business with their clients, but perhaps the shades of some of the old-time clients will peep out from behind the pillars to admire the new type of lawyer when Lady Ankaret Howard, barrister student of the Inner Temple, comes to be married there on April 7. She met Mr. William Jackson at one of the Inns while they were both students, and it is appropriate that they should choose the lawyers' church for their wedding. Green is the colour selected for the frocks to be worn by the bridesmaids. Two of these are to be Lady Constance and Lady Elizabeth Howard, Lady Ankaret's sisters, and another is Miss Maeve Markievicz, daughter of the Countess Markievicz, of Irish Rebellion fame.



THE MARRIAGE OF THE SON OF THE GOVERNOR OF BENGAL: MR. AND MRS. H. STANLEY JACKSON.

The marriage of Mr. H. Stanley Jackson to Miss Grace Beddard, who is a cousin of his, took place last week at St. Mark's, North Audley Street. The bride is the only daughter of Dr. Beddard and the Hon. Mrs. Beddard, a sister of Sir Stanley Jackson.—[Photograph by Bassano.]

Miss Nancy Stewart Parnell, the young graduate of Liverpool University who pleaded the cause of the unenfranchised women under thirty when a deputation of women went last week to ask the Premier to pass an equal-franchise Bill, spoke very well indeed. She is descended from an Irish Chancellor of the eighteenth century, and probably was thrilled by the experience of speaking in the Palace of Westminster, with its eloquent memories of the most famous member of her family, Charles Stewart Parnell, and of a distant ancestor who entered the House of Commons a hundred and thirty years ago, to begin a distinguished career which took him to the Lords as the first Baron Congleton. Miss Parnell's father is Mr. Bartram Parnell, the playwright, grandson of the third Lord Congleton. Miss Nancy Parnell is a teacher, but one would not be surprised if she turned her thoughts to a political career.

## Three Generations.

Miss Rosalind Norman, the daughter of Sir Henry and Lady Norman, who is only eighteen, came out last year at a dance given by her mother and Lady Aberconway the night before the General Strike put an end to social festivities. Now the two ladies are arranging to give another dance for her early in May, at Lady Aberconway's beautiful house in Belgrave Square. After being "out" for a season, Miss Norman will go "in" again. She is a bright and lively girl, fond of social life, but she has a serious side as well, and is looking forward to going to college, perhaps to Oxford, as her mother did. Lady Norman is a very clever and energetic woman who had a distinguished record throughout the war, and who now sits regularly as a magistrate in a London Children's Court, as well as taking an active part in the work of several societies. Lady Aberconway, who used to be so prominent

in the political world, created a good deal of interest more than twenty years ago when she published a pamphlet on "The Women's Charter," containing a list of all the reforms she thought women should demand. Some of them were considered extremely advanced at that day, but a good many of them have been gained now.

## The Baby "Master."

The Earl of Crawford's first grandchild, the son and heir of his elder son, Lord Balniel, and Lady Balniel, is a descendant of two English ducal families, as well as of the ancient Scottish line of Lindsays. Lady Balniel, whose marriage took place two years ago, is the daughter of Lord Richard Cavendish, brother of the present Duke of Devonshire, and of Lady Moyra Beauclerk, daughter of the tenth Duke of St. Albans. The infant Master of Lindsay comes into a family circle which is largely composed of young and delightful aunts, for his father has half-a-dozen sisters, the youngest of whom, Lady Barbara Lindsay, is only twelve years old, the same age as the youngest of Lady Balniel's five sisters.



TO MARRY MR. C. E. W. MACKINTOSH IN APRIL: LADY JEAN DOUGLAS HAMILTON.

The wedding of Lady Jean Douglas Hamilton, daughter of the Duke and Duchess of Hamilton and Brandon, to Mr. Mackintosh, will take place in April in the private chapel at Dungavel, the Scottish home of the Duke and Duchess.—[Photograph by Sport and General.]

Even the "flat" Charleston  
calls for a

Schweppees

Ginger  
Ale!



RAE









## THE GREAT ENIGMA.

(Continued from Page 484.)

Is the Republic about to show us the last repetition of that strange drama? Is the Republic also about to consolidate itself in Germany after the manner of the other institutions that issued from the French Revolution, without fervent mystical hopes or furies of irreconcilable hatred?

It would be according to tradition. The last elections show that about a third of the enormous masculine and feminine electoral body of Germany is Socialist or Communist. But, despite the imposing number of the partisans of the future, it is still not sufficient to enable the social revolution to be inscribed in the programmes of the two parties in a parliamentary and legal manner. On the other hand, Socialists and Communists seem to be sufficiently numerous to make a monarchical restoration very difficult. Composed of very various forces, modern civilisation lives on compromises. A democratic republic might exist in Germany for some generations, as the middle course between the monarchical principles, which are still strong in the superior and intellectual classes, and the confused revolutionary aspirations of the masses. It is certainly necessary to give something to those masses as a substitute for the terrestrial paradise of the future of which they dream, especially now that the war has reduced the prestige of the superior classes.

Nor must it be forgotten that Germany is in Europe, and that Europe at the present time is two-thirds Republican. In a speech which he made last year in Paris, at the Carnegie Institute, which has just been published by *L'Esprit International*, Thomas Mann said—

"One may say that in Germany the idea of democracy gains ground every day, if one wishes to understand thereby the intuition that German thought ought never to have been allowed to lose contact with that of Western Europe to the extent that it has done; or, expressed differently, we have in Germany the intuition of the historical necessity of a convergence of German thought towards that of Western Europe, which is indissolubly united with certain religious and ideological elements of our circle of culture."

Mr. Thomas Mann is right to insist on the necessity of Germany remaining in contact with Europe as regards her political institutions. That necessity might be a deciding factor in favour of the Republic. Why was it

that France had so much difficulty in founding a Republic, and had to make three attempts before she succeeded? Because the internal resistances were connected with the external situation. If France, in proclaiming a Republic at the end of the eighteenth century, threw defiance in the face of monarchical Europe, in 1848 and again in 1870 she isolated herself in a Europe which, with the exception of Switzerland, was completely monarchical. But to-day the tables are turned. The day on which Germany once more became a monarchy, she would find herself isolated among the surrounding Republics, and with no hope of any compensation for the drawbacks of that isolated political and moral position. The Hohenzollerns and Wittelsbachs might, indeed, return to Germany as Sovereigns; they would not bring back with them the unique situation in which monarchy found itself between 1870 and 1914. That situation was destroyed by the World War: the mere coronation ceremony of a new Emperor would not be sufficient to reconstitute it; wars and victories would be required. The mystical character of crowns does not operate to-day without the help of guns.

Sometimes it is useful to arrive late at the goal, for one can profit by the pioneers' experience. Apprenticeship to Republicanism has become easier to-day because Republics are more numerous. Up till 1918 Republican institutions had been a cause of isolation and a source of difficulty for France, for, except Switzerland, she was the only European Republic. The history of the Franco-Russian Alliance is full of curious documents showing the distrust of which the only Republic in Europe was at that time the object. Now that two-thirds of Europe is governed by Republics, there exists among them a kind of tacit collaboration which makes life much easier for them. For all of them the danger now is an internal, not an external, one.

When it is a question of historical events of such far-reaching importance, even the best-founded previsions are never safe from the unforeseen. No prophet could foretell with certainty what is in store for the German Republic and its young sisters. It would not be surprising, however, if it one day became clear that the chances of all those Republics had been, from the beginning, much more favourable than the world supposed. In that case it would be demonstrated that the collapse of the monarchical system in 1917 and 1918, which so much surprised the universe, had in reality been preparing a long time before.

Talleyrand had already discovered the incurable weakness of the European monarchies in 1815, at the moment of their triumph over the Revolution. It was the rationalistic spirit of the age; the difficulty of convincing an epoch accustomed always to seek a direct relation between cause and effect that a small number of families possessed a mysterious innate and hereditary capacity for governing the world. Adulation and official rhetoric could not, in the long run, replace that mystical faith in Kings and Emperors which the critical spirit of the time was extinguishing in all minds. But, once that faith was extinguished, what could monarchical institutions be but survivals of a past which was becoming increasingly incomprehensible?

The whole history of the nineteenth century has served to confirm Talleyrand's previsions. Bismarck understood that monarchy must impose itself on the critical and sceptical rationalism of his time by giving proofs that it was capable of doing things which no other Government would ever dare to imagine. He succeeded in consolidating the monarchical system not only in Germany, but in the whole of Europe, during fifty years, by persuading the Hohenzollerns to risk the formidable adventures of 1866 and 1870. But a generation later the German monarchy was called upon to give a new proof of its miraculous power, for men were again beginning to be sceptical. . . . How could an institution last which, in order to live, was obliged to carry off such vast successes every half-century?

The Republican form of government did not end by overcoming the monarchical system in Continental Europe because it was a better form of government, but because it was a more rational one. An age which had abolished the hereditary principle in all social relations could not easily be brought to make an exception for the supreme Head of the State—that is to say, for the most important office of all. The danger of irremovable incapacity was too obvious. The compromise which consisted in preserving the hereditary character of the position while curtailing its functions could only succeed in certain privileged countries, such as England, thanks to exceptional circumstances. It is an ingenious compromise, but its application is often difficult. In all the other countries the principle of delegation is gradually carrying the day against the hereditary principle. The World War has only accelerated, by a violent shock, a movement which has never ceased, below the surface of European society, since 1815.

First Class  
in every way  
GOLF.

Open the Whole Year.

# HOTEL SCHWEIZERHOF

## LUCERNE (Switzerland).

Splendid  
Situation  
On the Lake

O. HAUSER, Proprietor.



### THE "MARCH"

ROBERT HEATH'S LTD., really plain sporting Hat, in superfine quality waterproof unspottable Felt. The soft crown is adaptable to the wearer's own idea, while brim will withstand any wind for Motoring, Golf, etc. In all head sizes, and newest colours:—Black, Saxe, Reseda, Castor, Sable, Hindoo, Rose-Marie, Champagne, Garnet, Beech, Rosewood, Bessemer Grey. Price 35/6

A selection of beautifully hand-made natural Feather Bird Models, comprising Wild Duck, Mallard, Pheasant, Grouse, Partridge, Snipe, Jay, Parrot, Kingfisher, Jackdaw, Parakeet, Owl, etc., etc. 10/6 each extra.

New Catalogue on application post free. N.B.—Robert Heath, Ltd., have no agents or branches, therefore their well-known hats can only be obtained from the address given below.

ROBERT HEATH  
of Knightsbridge.



By Appointment to Her late Majesty Queen Alexandra.

ONLY ADDRESS:

37 & 39, KNIGHTSBRIDGE, S.W.1

## TRY IT IN YOUR BATH



By Appointment

## SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET, LAUNDRY, AND DOMESTIC PURPOSES

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., Ltd., Glasshouse St., LONDON, S.E. 11.

## STAMP COLLECTORS

POSTAGE STAMPS: 565 Different, many of which rare ones, such as 11 provisional Albania, 9 magnificent Persian Coronation, 6 complete Crete, 25 rare Central America, etc., 4/- only. Large current Illustrated Catalogue sent free on request. Selection sent on application.

BELA SEKULA, SONNENHOF, LUCERNE (Switzerland).

## NICE THE PALACE HOTEL

PLACE MAGENTA.

Every Comfort—Near Sea and Casinos—Yet Moderate Terms.

100 Bathrooms. W. MEYER, Proprietor.

# Young's

## MOUNTAIN DEW

SCOTCH WHISKY

QUALITY FIRST SINCE 1797

A Whisky that is the choice of cultured connoisseurs in all parts of the world must possess particular merits. In the far-flung borders of the British Empire—in remote corners of the Eastern seas and of the great South American continent, no less than in the world's metropolis, London, YOUNG'S "Mountain Dew" is regarded as the Whisky of superlative excellence.

EDWARD YOUNG & CO., Ltd., Glasgow, Liverpool, London.

Glenugie Distillery, Aberdeenshire.



## Built Purposely to Satisfy shrewd Buyers

Experience proves conclusively that that man is a shrewd investor who buys a Browne & Lilly Bungalow. The name Browne & Lilly represents the highest standard of excellence in Building Construction. The Model Bungalow shown is perfect in the charm and comfort of an attractively-designed, ideally-built cottage home. Thoroughly sound in material and reliable in every detail of construction, with Rough Cast Walls and Tiled Roof, it is guaranteed to give enduring pride of ownership. Price only £770.

Write for our Free Illustrated Catalogue No. 110, showing full range of Buildings and prices.

**Browne & Lilly Ltd**

BETTER-BUILT BUILDINGS  
Manufacturers and Exporters.  
THAMES SIDE, READING.

## Goddard's Plate Powder

Sold everywhere 6d 1/2 2/6 & 4/6

J. Goddard & Sons, Station Street, Leicester.





THE GRAND SALON.

## HOLBORN RESTAURANT AND KING'S HALL ROOMS, KINGSWAY.

Telephone:  
Museum 8240.Telegrams:  
"Regally, London."

### GRAND SALON.

FIXED PRICE { LUNCHEON (from 12 to 3) - 4/6  
DINNER served from 6 to 9 - 7/6  
SUPPER (from 9.30 to 11 p.m.) 6/6

Dancing from 8 to 12.

Carnival Nights—Thursdays &amp; Saturdays. Cabaret—Saturday Evenings.

### Twenty Large and Small Halls

Available for Public and Private Dinners, Wedding Breakfasts, etc.

THE KING'S HALL accommodates over 500 for Dinner.

Proprietors: Holborn &amp; Frascati Limited.



THE WINTER GARDEN AND BALCONY.

## RESTAURANT FRASCATI

Telegrams: "Frascati  
Westcent, London."OXFORD STREET, W.1. Telephone:  
Museum 5700.

FIXED PRICE LUNCHEON (from 12 to 3) - 4/6

DINNER (from 6 to 10) - 7/6

Served on the Balcony, also Service à la Carte

### Magnificent Winter Garden & Grill Room

Excellent Accommodation is afforded for Club, Military and Society  
Banquets, also Wedding Breakfasts.

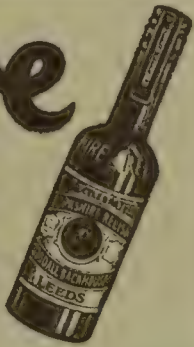
THE ORCHESTRA PLAYS from 1 to 3 p.m. and 7 to 11.30 p.m.

OPEN ON SUNDAYS from 6.30 to 10.30 p.m.

DANCING NIGHTLY

Gala Nights—Wednesdays and Saturdays.

# Yorkshire Relish

Lasts and lasts—  
because it's rich and thin.

## LLOYD'S IN TUBES. THE ORIGINAL EUXESIS

### FOR EASY SHAVING.

Without the use of Soap, Water or Brush.  
Put a Tube in your Kit Bag.The Label of the ORIGINAL and  
GENUINE Euxesis is printed  
with Black Ink ONLY on a Yellow  
Ground, and bears this TRADE  
MARKWe bought the business with the recipe, trade  
mark, and goodwill from the Executors of the  
late A. S. Lloyd. The genuine is now manu-  
factured ONLY at our Factory.

From all Chemists, Hairdressers, &amp;c.

Wholesale only:  
R. HOVENDEN & SONS, LTD.,  
Berners Street, W., and City Road, E.C.GREY HAIRS  
APPEAR JUST  
HERE 8d.Post Free  
TOUCH THEM UP WITH  
TATCHO-TONE  
and they will instantly recover their  
natural shade.Medical Guaranty with each bottle.  
Chemists Prices 2/6 and 4/6, or direct  
Tatcho-Tone Co., 5, Great Queen Street, London, W.C.2

## HIMPWOOD'S ASTHMA CURE

Gives quick relief from Asthma,  
Catarrh, Colds, etc.  
4/6 a tin at all chemists.

DO YOU EVER

feel like singing NO?  
in your bathThen you should do as  
Brother John does: use

## WRIGHT'S COAL TAR SOAP

6d per tablet. Bath Size - 10d per tablet.

ESTIMATES FREE.

CARPETS BEATEN.

PATENT STEAM

# CARPET BEATING

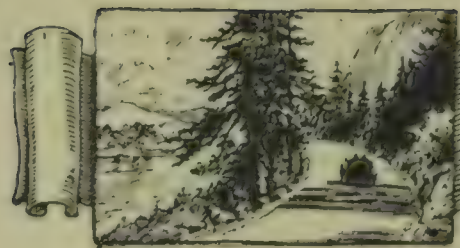
COMPANY LTD

196, YORK ROAD, KING'S CROSS, N. 7

CARPETS SHAMPOOED. CARPETS DYED.

COLLECTION AND DELIVERY FREE. Telephone 4280 North (4 lines).





# THE CHRONICLE OF THE CAR.

By JOHN PRIOLEAU.

## SPRING CLEANING.

SPRINGTIME is, apart from being one of the pleasantest times of the year for the road-farer, also one of the most important and critical. It is delightful to know that every hour brings us nearer to something like decent weather, and that



THE SINGER "SENIOR" FOUR-SEATER: AN ATTRACTIVE TOURING CAR FOR £220.

the open road is putting on all its best clothes to receive you and your car, and that the season of really good times is within sight. It may still be blowing and freezing, and even snowing, but one knows that it is winter's last desperate effort, and that, however gamely the fiend may fight, it is his last round, and the knock-out is only a question of time. In a week or two from now, green and silver April will have swept away what remains of black and muddy winter.

It is very pleasant to know all these things, but there is another consideration which makes these present weeks important ones. Now is the time, before young summer is upon us, to make perfectly sure that no moment of the good days stretching between now and October will be wasted. Your car, however good it may be—and the better it is the more it is used—has probably had a rough winter, like the rest of us, and, although she may not be making any trouble about it, she is certainly asking for attention. During winter the chances are that you have grossly neglected her in many ways. It is extremely likely that you have funk'd putting the grease-gun into far-away and muddy and cold and oily places, and perhaps a dozen lubrication points of secondary importance have not been touched for three or four months. Nothing is so hateful as attending to one's car in the dark, cold, windy days of winter, and I think that most of us—at any rate, those of us who, having had experience, ought to know better—prefer to put off these disgusting jobs until the car herself makes their further postponement unavoidable.

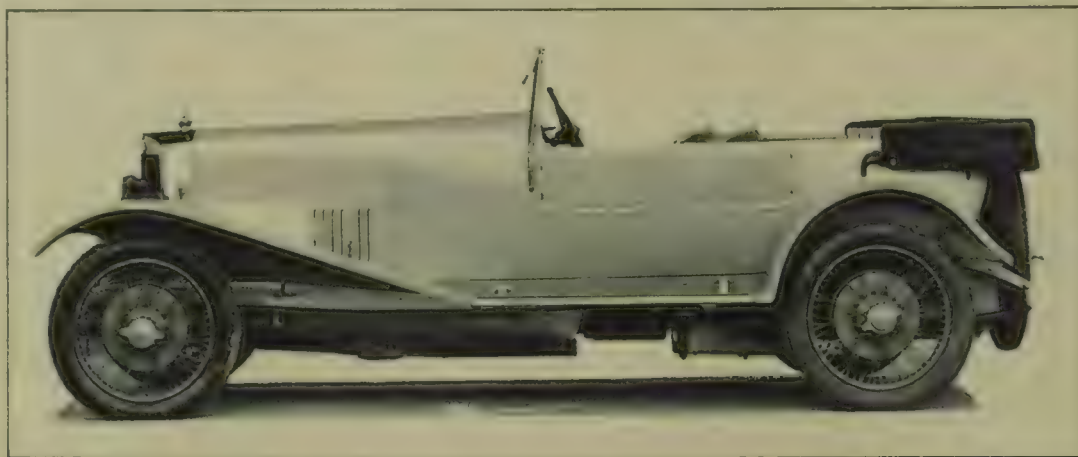
I always think that the best way to get your car right for the big mileages that she will probably have to do during the spring and summer is to make up your mind to devote as long a time as possible to the job, and, if it can possibly be avoided, not to use her until everything is ship-shape and Bristol fashion. The ideal method is to get her into a well-lighted coach-house, having first of all given her a super-extra washing (especially underneath where the masses of mud accumulate and stick), and then proceed as follows.

Remove all the cushions and, if it is an open car, the hood, and everything that can be damaged or dirtied, and put them away out of the range of splashing oil and paraffin. This applies incidentally to the bonnet, a member of the chassis which generally comes in for a good deal of misuse.

First decarbonise the engine and grind in the valves, a long, irritating, but remunerative job. Do it really carefully and really thoroughly. Remember that if necessary you can take an entire day over it. Don't, whatever you do, work at it so as to be able to write to the makers of the car afterwards and say that you have beaten their own time by a quarter of an hour. In replacing the valves, take peculiar pains to get the clearances right. Leave the plugs out for later attention. Next clear out the whole of the fuel system from the tank to the carburetter. If your tank is in the dash, this will be an easy job; if it is at the rear of the chassis, it will be a very much more troublesome,

but still equally necessary, job. If you suspect your vacuum tank feeder of any irregularities, do not attempt to take it to pieces without professional advice.

Next, withdraw the bottom half of the crank-



THE 22-90-H.P. THREE-LITRE SIX-CYLINDER ALFA ROMEO, WITH VANDEN PLAS SEMI-SPORTS BODY: A 1927 MODEL.

The Alfa Romeo chassis is mounted with a semi-sports four-door, four-seater touring body by Vanden Plas, painted in silver cellulose with blue wings.

case and test the big-ends and gudgeon-pin bearings for slackness. If your piston-rings are badly worn, you will have noticed it for some time past, and you will know if you have to fit new ones. Clear out the sump very carefully before returning it, and, when it is in place again, pour in half a gallon of petrol (not paraffin) and spin the engine by the starter for a few seconds. Then let out the petrol and leave the engine for several hours in order to allow what has been trapped in various parts of the oiling system to evaporate. Paraffin will not evaporate, except very slowly, and is worse for new lubricating oil than anything else.

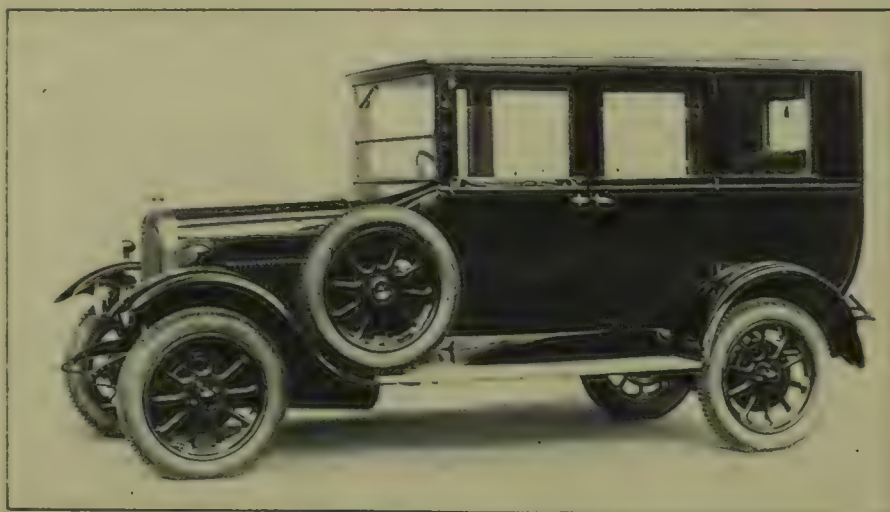
Do exactly the same thing to the gear-box, being very careful to scour it out thoroughly. You will have no idea until you have seen it what an amount of sludge can be collected at the bottom of the gear-box,

and of how destructive a nature it can be. The back axle should get the same attention. Next begin the weary round of the grease-gun course, forcing yourself to omit none. Use the gun lavishly and continuously, in order to drive out the impoverished lubricant and any road grit which may have found its way in. If your springs have gaiters of the automatic lubricating kind, give them generous doses.

Pay particular attention to the spring shackles. Remove the wheels one by one, and make quite sure that the ball races are leading a contented life and have plenty of oil. Further, take careful note of any lubricant that may be leaking out from the ends of the back-axle, and threatening to get on to the brake drums. If there is any sign of this, do not reinstate the wheels until you have fitted new felt washers of the right kind. Examine the brake shoes for wear, and, if you have any doubt about them at all, have them relined at once. Naturally, you should not attempt to adjust the pull of the brakes until the new linings are in place, but it must be done, and done very carefully. It will be the last job of the spring overhaul.

Next find out how much backlash there is in the steering, or if there is play in any part of it between the steering wheel and the stub-axes. It often happens that there is a certain amount of play in the various connections which one is apt to mistake for genuine backlash in the actual gearing. One is generally advised to check the front wheels for parallelism, and on principle I suppose it is a good thing to do, but the surface of your tyres will be the easiest means of judging whether all is well or not.

The magneto next needs attention, but, as you will in all probability have given it periodic inspection, this will be a small job, if it is necessary at all. Following very carefully the instructions in the book, do all that is necessary to the dynamo, but nothing more. If anything is needed to renew the coach-work or the hood, I should be strongly inclined to allow a professional man to attend to it. Hoods can be renovated by the amateur, but never so well as by the man who spends his life in making and mending them. If you attend carefully to all these things, you will be surprised to find what a good car you have got. It often happens that after an exten-



THE CLYNO SALOON: A CAR OF HANDSOME APPEARANCE PRICED AT £199 10s.

sive engine overhaul things do not seem to run very well for the first week or two, but that is merely because the car, like Kipling's ship, is finding herself, and it is nothing to worry about.





# SPRING MOTORING SECTION



# FIAT

## Master Stroke

### ASTOUNDING REDUCTIONS

(Effective March 6th, 1927)

#### 4-CYLINDER MODELS.

H.P. (Tax)					
	2-seater	4-seater	Coupe	Saloon	
9 H.P. (Tax £8)	..	..	..	..	£195
	..	..	..	..	£200
	..	..	..	..	£225
	..	..	..	..	£250
12 H.P. (Tax £11)	..	..	..	..	£290
	..	..	..	..	£295
	..	..	..	..	£350
	..	..	..	..	£360
15/20 H.P. (Tax £14)	..	..	..	..	£395
	..	..	..	..	£525
	..	..	..	..	£635

#### 6-CYLINDER MODELS.

H.P. (Tax)					
	6/7-seater	Saloon	Landulet	Enclosed Landulet	
20/30 H.P. (Tax £21)	..	..	..	..	£595
	..	..	..	..	£665
	..	..	..	..	£830
	..	..	..	..	£725
40 H.P. (Tax £27)	..	..	..	..	£775
	..	..	..	..	£795
	..	..	..	..	£950
	..	..	..	..	£1050

#### GRADUAL PAYMENTS ARRANGED.

All Models fitted with Front-Wheel Brakes, and, with the exception of the 9 h.p. Model, fitted with four speeds forward and reverse.

**WARNING.**—With every Fiat Car a full guarantee is issued by this Company. Every purchaser should obtain this guarantee and see that it bears the chassis and engine numbers of the machine purchased. The public is warned not to purchase a car without this guarantee.

Registered Offices and Showrooms:  
43-44, Albemarle St.,  
London, W. 1.

Telephone: Gerard 7942 & 7943.  
Wires: Fiatism, Piccadilly, London.  
For everything pertaining to Spares,  
Service, etc., contactable by letter with  
the Works, or by day, night or ex.

**FIAT (England) LTD.**

The Car of International Reputation



A home garage without Mobiloil is like a fountain pen without a handy supply of ink.



Keep a 5-gallon drum or 4-gallon can of Mobiloil always at hand. You are ready to add oil when needed. You are ready to drain the crankcase.



Your local garage man sells Mobiloil. See him, for . . . .

He has a complete Mobiloil Chart of Recommendations, the recognised guide to scientific lubrication. Remember, Mobiloil is backed by nearly half a century's specialization in lubricants. Experience counts. That is why a change to Mobiloil means reduced petrol consumption, less carbon, increased power, lower repair bills.

There is a substantial saving in buying Mobiloil in 5-gallon drums or 4-gallon cans.

Send for a free copy of "Correct Lubrication for your car," a booklet invaluable to every owner.



Make the Mobiloil Chart your guide

If your car is not listed below you will find it in the Mobiloil Chart at your Garage.

WARNING:

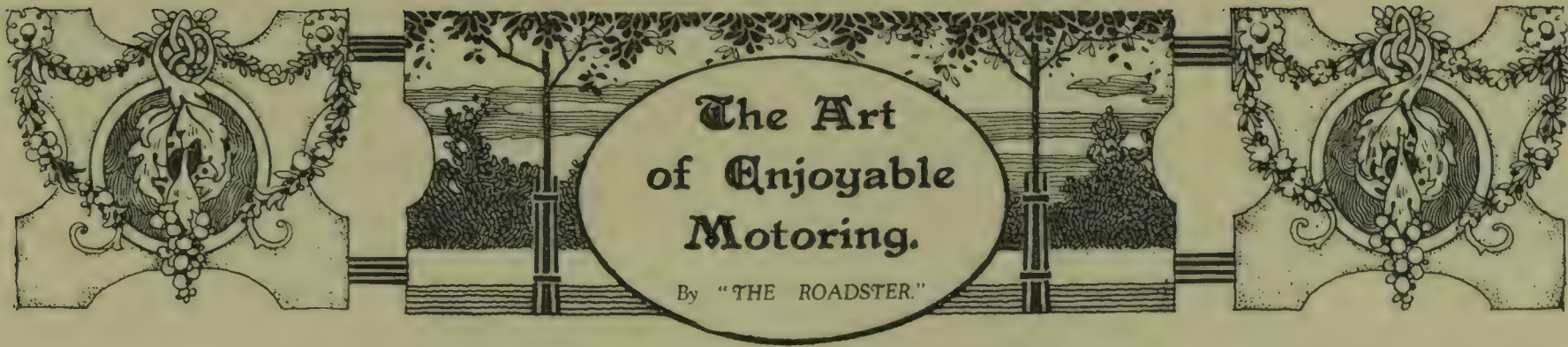
Don't ask for "A" or "BB"; always ask for Mobiloil "A" or Mobiloil "BB."

NAME OF CAR	1927 Engine		1926 Engine		1925 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter
Alvis .....	BB	A	BB	A	BB	A
Armstrong-Siddeley ..	BB	A	BB	A	BB	A
Austin, 7 h.p. ....	A	A	A	A	A	A
Austin, 12 h.p. ....	BB	A	A	A	A	A
Austin (other) ..	BB	A	BB	A	BB	A
Bean .....	A	A	A	A	A	A
Citroen, 7.5 h.p. ....	—	—	A	Arc	—	Arc
Citroen, 12/24 h.p. ....	A	A	—	—	—	—
Citroen (other) ..	BB	A	BB	A	BB	A
Clyno .....	BB	A	BB	A	BB	A
Crossley, 14 and 18/50 h.p. ....	A	A	A	A	A	A
Crossley (other) ..	—	—	BB	A	BB	A
Daimler (all models) ..	A	A	A	A	A	A
Darracq, 12/32 h.p. ..	BB	A	BB	A	BB	A
Darracq (other) ..	A	A	A	A	A	A
Hillman .....	A	A	A	A	BB	A
Humber 8 and 9 20 h.p. ....	A	A	A	A	A	A
Humber (other) ..	BB	A	BB	A	BB	A
Jowett .....	A	A	A	A	A	A
Lagonda, 12/24 h.p. ..	A	A	A	A	A	A
Lagonda (other) ..	BB	A	BB	A	—	—
Lanchester .....	A	A	A	A	A	A
Lancia (Lambda) ..	A	Arc	A	Arc	A	Arc
Morris-Cowley .....	A	A	A	A	A	A
Morris-Oxford .....	A	A	A	A	A	A
Peugeot (Sl. Valve Mdl. and 11 and 12 h.p.) .....	A	Arc	A	Arc	A	Arc
Peugeot (other) ..	BB	A	BB	A	BB	A
Riley, 11 and 12 h.p. ..	BB	A	BB	A	BB	A
Rolls-Royce .....	BB	A	BB	A	BB	A
Rover, 8 h.p. ....	—	—	—	—	BB	BB
Rover (other) .....	A	A	A	A	A	A
Singer .....	A	A	A	A	A	A
Standard, 14 h.p. ....	—	—	BB	A	BB	A
Standard (other) ..	A	A	A	A	A	A
Sunbeam, 4 and 6 cyl. ..	A	A	A	A	A	A
Swift .....	A	A	A	A	A	A
Talbot, 18/55 and 20/60 h.p. ....	A	A	A	A	BB	A
Talbot (other) ..	BB	A	BB	A	BB	A
Trojan .....	A	A	A	A	A	A
Vauxhall, 14 40 h.p. ..	A	A	A	A	BB	A
Vauxhall, 23/60 and 25/70 h.p. ....	A	A	A	A	A	A
Vauxhall (other) ..	BB	A	BB	A	BB	A
Wolseley .....	BB	A	BB	A	BB	A

Mobiloil Recommendations are endorsed by hundreds of Motor Manufacturers the world over.

VACUUM OIL COMPANY LTD., Caxton House. LONDON, S.W.1





### Hints about Passengers.

In order to thoroughly enjoy motoring as a pastime, instead of turning it into mere road transport, every owner or amateur driver should remember that the passengers—his or her companions of the trip—depend entirely on the pilot as to whether they are going to have a pleasant or an uncomfortable time. Drivers do not mean to be selfish, but they very frequently are, as the "man at the wheel" drives fast or slow, wisely or otherwise, at his own free will, taking pleasure in the act of driving, which keeps him thoroughly busy, without thought of anybody else in the car. So when on a long run it is wise to have ample time at disposal, in order to dispense with the bogey of "we must get to So-and-So by lunch time," and so perhaps miss stopping at a spot which the whole party would wish to explore for its natural beauties or antiquarian interest. Also, whirling along the highway at even a moderate rate of miles per hour is rather dull for the passengers unless the scenery can absorb the whole of their attention. So my suggestion to help to make up enjoyable motor rides is—give the passengers something to do besides sitting still in the car. Ask one of them to look out for the milestones, another to note the signposts to other places, and a third to write down remarks of the others as to whether the road is good or has features of interest, or to read the road map and warn the driver that a turn has to be made to the right or left, or that a steep hill has to be

passengers, ladies especially, want packing up comfortably in the car really to enjoy motoring. A soft and downy cushion cunningly arranged to support the head and nape of their fair necks, a footstool to rest their feet upon and push against to prevent them

season, owing to their most moderate cost; so that many folk who used to buy an open touring car now purchase a saloon. But, unless they know how best to ventilate it, these buyers often complain that it is such a draughty car. "Nothing of the sort," replies the old saloonist, who knows that the best method to get air into a saloon and most comfort for its passengers is to open the front screen according to the state of the weather and have all the other windows up. Then the incoming breeze cushions itself against the air in the saloon, and the occupants get plenty of fresh atmosphere without any draughts whatsoever. But the improved all-weather types, like the "Tickford" Salmons all-weather, the Standard saloon with its sliding roof, the Alexander with its winding top, and others of that nature, seem to be gaining ground and ousting the fixed-head saloon from the garages of those folks who can afford the better types of these all-purpose carriages. For these latter nowadays are as snug as saloons, yet capable of being transformed in a few seconds into an open touring car, or even a landaulette, at the will of the occupants. Fashion also is playing her part in the change of coachwork, as the present mode is to lessen the window area and have a solid rear quarter in place of a window in that position, in order to give greater privacy to the occupants and hide them from the gaze of the passer-by. This is really a return to the type of carriage styled a "berline" in former days; and even those saloons of this type that

have fixed heads of leather, or similar material, have dummy "folding irons" fixed on the outside as an embellishment of the solid quarter, and to give them the same appearance outwardly as the "all-weather" that opens as a touring car.

### Devices Preventing Wheel-Wobble.

Comfort for the driver depends on the mechanical parts of the car much more than on the type of coachwork, as the latter affects the passengers, while the engine, steering, springs and tyres can make or mar the pleasure of driving. To-day the tyres of the latest types of motor-carriages are asked to do more to produce smooth and easy travel of the car than they were expected to in earlier days of motors. Therefore the inflation of the tubes and covers is at a less pressure in order to give a softer cushioning effect. The low-pressure or medium-pressure tyre now used has succeeded in doing this. But this system has also

*(Continued overleaf.)*



IN A BUCKS VILLAGE INTERESTING TO WOMEN MOTORISTS AS AN ANCIENT CENTRE OF NEEDLE-MAKING: AN ALVIS CAR AT LONG CRENDON.

A note on this photograph says: "In these real old-world cottages needles were first made. Lack of transport caused the makers to move to Redditch (Worcestershire). Some of these cottages still have the old grinding-stones and crude tools."

sliding off the seat cushions, and a light but warm rug to wrap round their legs—each passenger a rug to herself—to keep the dust and draught of the air from chilling their bones and generally making them feel they wished the driver would slow up or stop and let them get out and go home. But, nicely packed up with another cushion between the two passengers in the rear seat, if there is no dividing arm and the amplitude of their figures cannot fill out the space available, their feet on the footstools, cushions and the back squab supporting the back, head and neck in luxurious comfort, the sun may shine, or even pass behind the clouds, yet all is gay as the car proceeds, because the

passengers are comfortable; and this is an absolute necessity to enjoy a long ride. But how few cars seem to contain these simple aids to enjoyment! Fortunately, windows or framed side-curtains are provided on every car, whether it is the coach-built "all-weather" or the open tourer of "production" models. Then windows, together with rear wind-screens, are usually raised, so that an open roof gives air and exhilaration to the travellers, without any draught.

### Closed Cars' Increased Use.

Closed carriages are becoming numerically more popular each



A MOTORIST'S VISIT TO A PICTURESQUE DERBYSHIRE VILLAGE CHURCH: A 16-45-H.P. SIX-CYLINDER WOLSELEY TOURING CAR AT WALTON-ON-TRENT.

descended—in fact, "keep 'em busy" and interested in the road itself and in the countryside. As for the pace to travel, that depends on the car, on the character of the roads, and the protection and aids to comfort provided by the equipment of the carriage. The passenger in the front seat in a party of four can always find some amusement in the speedometer and other gauges on the "dash" if the driver suggests they should be watched.

### Comfort in Car Travel.

Everybody ought to be very comfortable nowadays when travelling by road, as so many devices are at the service of motorists who may choose to make use of them for such purposes in equipping their cars for touring. And, in parenthesis, I mean that any run of over thirty miles requires full comfort. So do not leave behind footstools, head-cushions, or rugs just because you are only going to run fifteen miles or so away from home and back again. Nowadays,



BY CAR TO SHAKESPEARE'S COUNTRY: AN AUSTIN "CARLTON" SALOON AT SHOTTERY, THE HOME OF ANNE HATHAWAY, NEAR STRATFORD-ON-AVON.



*(Continued.)*

produced, under certain conditions, a new fault of front-wheel wobbling which is most disconcerting to the driver. So it has had to be cured, steering-gear

to the labour involved in manœuvring the car; or, in other words, do not make the steering any heavier for the driver. But the best cure of all is the design of the wheel pivots and steering that does not wobble under any circumstances, and there are plenty of English cars that are "wobble-free," thank goodness! Personally, I think the springs have a lot to do with this particular fault, as the motorist who keeps the leaves well lubricated, and has their rubbing surfaces buffed or polished occasionally, seems to suffer less from wheel-wobble than the folks who neglect this necessary service to the suspension to keep it in proper working order. Also, properly to enjoy riding in any car, the springs should be kept in their best condition to absorb road-shocks outside of other duties they perform.

better and more sanitary for the rural population. Motorists who have admired such relics of bygone days might subscribe to this fund, if their means allow, in order that they and their descendants shall continue to enjoy the timbered and ivy-leaved exteriors as they revisit such places where they exist. Without this fund, and deprived of the aid of experienced advisers, it is feared that local authorities may destroy the beauty and charm of these ancient cottages. Let us hope the fund will flourish and successfully resist such a loss to the countryside.

#### Six-Cylinder New Models.

It is generally allowed that six-cylinder-engined cars give greater pleasure to drive than those of a lesser number of explosion chambers in their motors. Therefore, in any notes relating to the better enjoyment of motoring, one is bound to refer to the new six-cylinder models that are offered for choice to the motoring public to-day. The latest arrival of this

*(Continued overleaf.)*

A MOTORING TOUR IN CZECHOSLOVAKIA: AN OVERLAND "SIX" OUTSIDE THE BEAUTIFUL ENTRANCE TO THE PRESIDENT'S PALACE AT PRAGUE. In the foreground (extreme left) may be noted a policeman of very English appearance except for the shape of his helmet.

altered, and experiments made to prevent this periodicity of wheel vibrations affecting the steersman. To counteract the action, Sir Herbert Austin has recently patented a device to prevent wheel-wobble. Also the Farman steering-gear, of a novel character, was exhibited at the last Olympia Motor Show to effect a cure of this complaint. One of the latest inventions of this character is a vibration damper produced by Henri Perrot's firm, whose front-wheel brakes are fitted on various makes of English and French cars. The principle of the device is to add friction to the gear near to the steering heads, so as to obtain a damping action preventing wheel-wobble; and, as wheel-wobble occurs only when the wheels are at or near to their straight-ahead position, the dampers are arranged to go out of action as soon as the steering is locked over through a small angle to either side of the central position. This has the advantage that the dampers do not add materially

to the labour involved in manœuvring the car; or, in other words, do not make the steering any heavier for the driver. But the best cure of all is the design of the wheel pivots and steering that does not wobble under any circumstances, and there are plenty of English cars that are "wobble-free," thank goodness! Personally, I think the springs have a lot to do with this particular fault, as the motorist who keeps the leaves well lubricated, and has their rubbing surfaces buffed or polished occasionally, seems to suffer less from wheel-wobble than the folks who neglect this necessary service to the suspension to keep it in proper working order. Also, properly to enjoy riding in any car, the springs should be kept in their best condition to absorb road-shocks outside of other duties they perform.

#### Preservation of Ancient Cottages.

Motoring in England, Scotland, and Wales, to say nothing of Ireland, gives its enthusiasts

illimitable opportunities of seeing the ancient landmarks of the countryside. Thousands of motorists tour to enjoy the scenery, and even more visit our beautiful buildings and picturesque villages. To-day, there is much rebuilding going on, and with the destruction of many of our ancient picturesque cottages—alas! often derelict—the country will lose much of its attraction. A fund for the preservation of ancient cottages has been started recently by the Royal Society of Arts, London, at a conference at which the Prime Minister was in the chair, so that the beauty of our country cottages may be preserved while being made



PASSING AN OLD ROYAL RESIDENCE RECENTLY SOLD FOR NEARLY £200,000: A 12-25-H.P. HUMBER IN THE PARK OF LEEDS CASTLE, KENT. Leeds Castle, dating partly from the early twelfth century, was a royal home from the time of Edward I. to that of Edward VI., and has a very interesting history. It was recently reported that the castle had been sold by Mr. Fairfax Wykeham-Martin to Mr. and Mrs. Wilson-Filmer for nearly £200,000, and is to be modernised for residence without detriment to its architectural beauty.

## ACCELERATION

"THE way the car gets away from a standing start and accelerates to 60 miles per hour without any fuss or period is remarkable. I must say I have never tried its equal."

So writes an owner. His experience is shared by every owner of a Crossley Six.

The claims of the Crossley Six can be best put to the test by driving the car yourself. A trial run will be gladly arranged to suit your convenience.

May we send you a catalogue?

Touring Car .. ..	£675
Fabric Saloon .. ..	£720
Saloon (Coach built) ..	£795
Enclosed Limousine ..	£875
Enclosed Landulette ..	£895

The illustration shows the Crossley Six Enclosed Limousine.

Ask also for details of the  
**CROSSLEY 14-£350**

Touring Car £350 Fabric Saloon £425  
Saloon de Luxe £495

**CROSSLEY MOTORS LTD., MANCHESTER.**  
London Showrooms and Export Dept.: 20, Conduit Street, W.1.

# The Crossley SIX





**Security  
First**



**Total Funds  
£33,924,094**

## **SPECIALISES IN MOTOR INSURANCE**

### **POLICYHOLDERS HAVE THE BENEFIT OF**

**Unrivalled personal service.**

**Liberal policy conditions.**

**Own choice of Repairer.**

**General authority to order immediate repairs.**

**Head Offices.**

**LIVERPOOL:—North John St.**

**LONDON:—Lombard St.**



*Continued.*

type is the Crossley "Six," which, fitted with Weymann saloon coachwork, costs complete £720—a moderate price for a five-seating saloon that can travel about a mile a minute as its best endeavour, and is content to keep going at forty miles an hour o'er hill and dale all day long. Its equipment is complete in comfort and it is quiet and silent. Also the £700 class of owner wants a big car that looks

which, fitted with a Weymann saloon-de-luxe, costs £495. I give light saloon prices as a standard quotation, although the touring-car prices of all models are about £100 less than those quoted for saloons. Here, again, you have a four-seated saloon car with a fine turn of speed and good comfort in its appointments for its passengers. The driver will derive much pleasure in piloting it, and the passengers will recline

latest models are, at such remarkably low prices? As Colonel Cole of Humbers, Ltd., remarked recently in an address to a learned society, "motor-cars cost less to-day by nearly eight per cent. than they did in pre-war days"; besides the improved designs of engines, including electric starters, four-wheel brakes, and far greater protection given in all weathers. Everything else but cars is 100 per cent. dearer, yet



A ROLLS-ROYCE BESIDE A GIANT CREAM-OF-TARTAR TREE IN SOUTH AFRICA:  
A HALT ON THE ROAD BETWEEN TRICHARDT AND MESSINA.

Louis Trichardt is the chief town of the Zoutpansberg district, Northern Transvaal, and Messina, near the Limpopo River, has large copper mines. The Kerramatata, or "cream-of-tartar" tree, is so called from the acid powder in its fruit, used by the Boers as a remedy for fever. Some of these trees are a hundred feet in girth.

like a £1000 one, and can hold its own with the best on the road; and this car seems to fill the bill well at this price. One has to put cars into price classes to-day, because it is their original cost that limits each buyer to particular makes of cars. The actual running expenses do not "cut much ice"—as the Americans quaintly put it—between the £700 and the £1500 car. In the £500 class, the latest six-cylinder on the road is the new "Fourteen" Talbot,

in comfort on its coachwork free of squeaks or rattles. Then comes the new "Sixteen" six-cylinder Wolseley light saloon, that costs only £395, and is certainly wonderful value in the £400 class. This can do all that the driver can possibly want as regards speed acceleration and ease of control, while the upholstering and fittings of the interior of the saloon are first-class in appearance and quality. Is it not wonderful that motorists can buy such excellent cars, as these

motor-cars are 8 per cent. cheaper than they ever were.

#### Small Cars, Great Joys.

As for the small cars, they are bringing enjoyment to thousands of people who never would have been able to learn the beauties of their own country but for their aid. I have no patience with the folk who speak with scorn of these "week-end" motorists. Of course, some of them are poor drivers and novices

*[Continued overleaf.]*



TWO 1927 CROSSLEY MODELS DESCENDING BOX HILL: AN 18-50-H.P. SIX-CYLINDER CROSSLEY TOURING CAR (FOREGROUND), FOLLOWED BY A 14-H.P. CROSSLEY TOURER, AT A HAIR-PIN BEND.

Box Hill, in Surrey, is a favourite test hill for motor-cars. Crossleys, it may be recalled, were selected for the use of the Duke and Duchess of York and their staff in Australia and New Zealand.

# Humber

## Bad roads cannot daunt a HUMBER

THAT is why Humber cars are so often seen upon roads overseas—roads not always as good as they might be. When the going is bad no car rises to the occasion more gamely—proof that Humber Construction tells. One owner writes us saying that a car we reconditioned for him did the trip from Land's End to John o' Groat's and back, the route lying over some bad sections of Scottish road, "without the slightest trouble or delay. The car behaved splendidly," is his gratified testimony.

You, too, will find possession of a Humber a real enjoyment, free from those annoying and sometimes expensive deficiencies that mar ownership of less reliable cars.

9/20 H.P. 2/3-Seater with Dickey Seat .. ..	£267 7 0
9/20 H.P. 4-Seater Tourer .. ..	£267 7 0
9/20 H.P. 4-Seater Saloon .. ..	£322 7 0
20/55 H.P. 6-cyl. 5-Seater Tourer .. ..	£725 0 0
20/55 H.P. 6-cyl. 5-Seater Saloon .. ..	£940 0 0
20/55 H.P. 6-cyl. 5-7-Seater Landaulette .. ..	£940 0 0
20/55 H.P. 6-cyl. 5-7-Seater Saloon Limousine on long wheelbase Chassis ..	£1,050 0 0

*Dunlop Tyres Standard.*

¶ The 9/20 h.p. models are now equipped with Front Wheel Brakes as a standard fitting. Models are available for immediate delivery.

### HUMBER, LIMITED COVENTRY.

LONDON:

West End Showrooms:

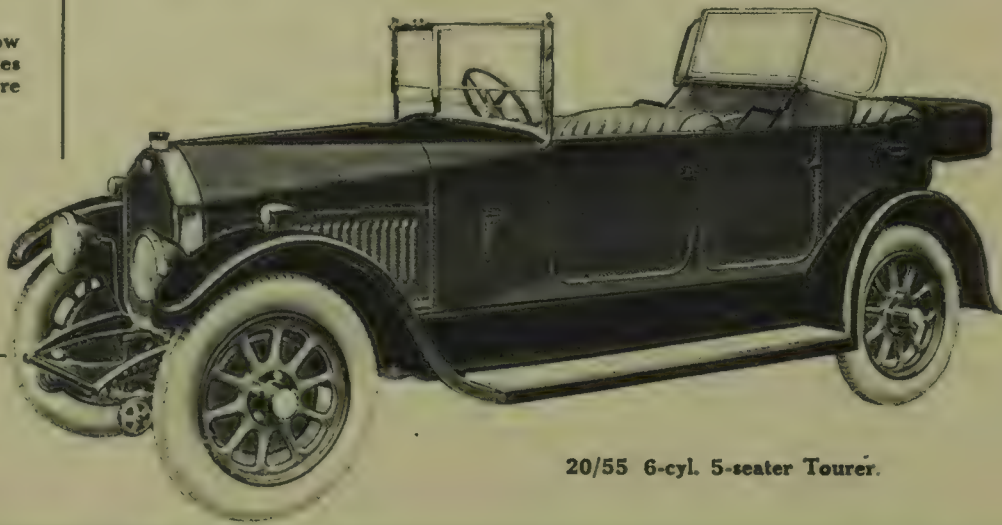
94, New Bond Street, W. 1

Export Branch Office:

32, Holborn Viaduct, E.C. 1

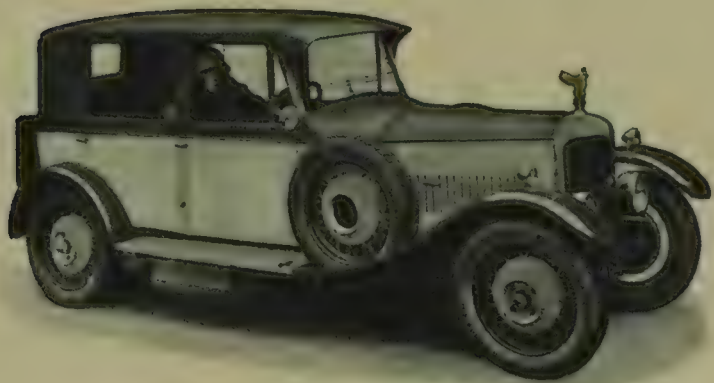
Repair Works & Service Depot:

Canterbury Road, Kilburn, N.W. 6



20/55 6-cyl. 5-seater Tourer.





## John o' Groat's—Monte Carlo Rally, 1927

The Rally consisted of 1,680 miles, and the Hon. Mrs. V. A. Bruce, driving a 16/66 h.p. A.C. Saloon Car, covered the distance in 70 hrs. 20 mins. continuous driving.

At Monte Carlo, Mrs. Bruce was awarded the Coupe des Dames, gained sixth place out of 65 starters, and made record time for hill climb.

Mrs. Bruce used "BP" throughout.

Use

**"BP"**

*The British Petrol*

British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2  
Distributing Organization of the  
ANGLO-PERSIAN OIL CO. LTD.



Very many of the world's most famous luxury cars are fitted with hand and foot controls operating on all four wheels. This undoubtedly sound modern engineering practice is incorporated in every Clyno Car simply because it is best and safest.

The front and back brakes constitute two separate and entirely independent braking systems, while the dual controls, from the hand brake and the foot pedal are, in operation, quite independent of each other. Thus, in the unlikely event of trouble with one set of brakes, the other set will continue to function perfectly. Clyno 4-Wheel Brakes absolutely eliminate any tendency to skid on wet roads.

**CLYNO  
CARS**

PRICES FROM

**£160**

TO

**£250**

*All Models fitted with  
4-wheel Brakes.*

Send to Wolverhampton  
for Clyno-Catalogue and  
copy of "The Great  
Highway."

Rootes Ltd, Devonshire  
House, Piccadilly, W.1.

Lookers Ltd., 5-35,  
Hardman St., Deansgate,  
Manchester.

**The CLYNO ENGINEERING CO. (1922), Ltd.,  
WOLVERHAMPTON.**



(Continued.)

at mechanics, but great is their joy in the open road and all it brings to them and their passengers. Life is a serious business to most of them during the



THE ARMSTRONG SIDDELEY "EIGHTEEN" SIX-CYLINDER STIRLING SALOON: A VERY COMFORTABLE CAR FOR A COUNTRY PICNIC.

working days of the week, and they have rightly earned the relaxation and pleasure of their hours of ease. And the small cars have given them a healthy recreation that bids fair to create a still healthier generation in the future. Motoring has widened their outlook and brought to their minds a greater knowledge of nature and their heritage of the past works of mankind. Town folk, by means of these inexpensive small cars, like the Morris, the Austin, the Clyno, the Humber, the Rover, the Singer, and a dozen other makes one might mention, can get far afield and visit pleasant places, while country dwellers can see towns and cities that reveal unheard-of treasures which they would have missed without cars. No wonder that we have about one million motors on our roads to-day when these matters are considered, and that still more cars will run thereon in days to come. For the cost of such pleasures is small compared with the large field they open to the eyes and senses of those that use them. Each week-end is a pleasure picnic

to adult and child alike, and the small car puts up with its overload of the family cheerfully and uncomplainingly.

For that, the motor manufacturers concerned deserve all praise, as these tiny tourers usually carry as many individuals as the larger carriages in such outings. Yet so stoutly are they built that breakdowns are rare owing to present-day soundness of construction and design. And so fool-proof is the modern small car that little mechanical skill is required to drive and keep it in good working order. Practically all the driver-owner has to do is to see that sufficient fuel, oil and water are provided, and to attend to the electric battery by occasionally filling the cells up with distilled water to replace that evaporated in order properly to cover the plates. To these simple matters one may add the testing of the pressure of the tyres and the gaps between the points of the sparking plugs. This latter provision is apt to be forgotten,

and to this inattention is due much of the trouble in starting some cars when the engine is cold. Perform these few tasks while seeing that the brakes are kept in proper trim, and the small-car owner can always be sure that he will enjoy his runs without any hitches to spoil the day.

#### It Pays to Drive Carefully.

With increased traffic on our roads, it behoves every motorist to drive carefully, and never to take unnecessary risks. Although "measured distance traps" are few and far between nowadays, they still exist, as those drivers who have recently used the Winchester-Romsey road have found to their cost. A number of police controls are also in operation in the London

Metropolitan area, as the Royal Automobile Club defended over ninety of its members in one suburban police court alone in January, while the Club reports that the number of cases of this character—exceeding the speed limit—since the beginning of the year constitutes a record. Therefore, for their own protection, motorists are advised to refrain from high speeds. Nothing spoils a day's motoring more than the prospect of a fine of £2 and upwards, to say nothing of the time wasted attending the court to explain matters afterwards. Pleasure runs rarely require high speeds at any time, and certainly not in centres where there is any congestion of traffic. Also, although many of our new arterial roads invite the driver to open the throttle more fully, yet due care should be paid to the condition of the surface and the amount of traffic using the road at the time. One may mention, in regard to new roads, that Metropolitan motorists will be glad to learn that the Kingston by-pass new road is to be opened on April 1, or thereabouts. Also that the Sutton by-pass new road, which has been delayed for so long owing to the absence of a bridge over the Southern Railway at Cheam, will be completed this year, as the Surrey County Council has

(Continued overleaf.)



AN EXAMPLE OF REMARKABLE "FIAT" VALUE: THE 12-H.P. TORPEDO FOUR-DOOR FIVE-SEATER TOURING CAR, FITTED WITH ALL-WEATHER EQUIPMENT, PRICED AT £295.



## Pages from the Diary of an Austin Owner



### Page one

Just back after spending the week-end with the Stebbings. Old Col. Croft was there, with a new Goliath limousine, of which he is inordinately proud. On Sunday afternoon he drove half-a-dozen of the party over to Bessington Dene. Doris and I started about five minutes behind them. 'Fraid the old boy was a goodish bit peeved when we dashed past him in great form halfway up Stopmount Hill—and still more so when he arrived and found we'd been waiting for him nearly twenty minutes.

Every one to his taste, of course, but I wouldn't swap an Austin Twelve for all the Goliaths in motordom.

**THE AUSTIN MOTOR CO., LTD.**  
**Longbridge, Birmingham.**

LONDON SHOWROOMS: 479-483, OXFORD STREET, W. 1 (Near Marble Arch)



AUSTIN TWENTY  
 Models from  
**£450**  
 at Works.  
 AUSTIN TWELVE  
 from  
**£275**  
 AUSTIN SEVEN  
 from  
**£145**

# Austin



# ROLLS-ROYCE

THE BEST CAR IN THE WORLD

## SOME EXPERT OPINIONS CONCERNING THE 40/50 H.P. NEW PHANTOM

'A luxury car with a super-sports performance.'

OXFORD & CAMBRIDGE

'The new Rolls-Royce "Phantom" chassis is without a rival in mechanical perfection, appearance and performance.'

WESTMINSTER GAZETTE

'I am unable to point out one single feature, or fitting, on a "New Phantom" that could be bettered in any way if a fortune were spent in the effort.'

THE SPHERE

*Rolls-Royce Limited are always willing to advise intending purchasers of Rolls-Royce cars on any question relating to the disposal of their existing cars*

ROLLS-ROYCE LIMITED, 14-15 CONDUIT STREET, LONDON, W.1

Telegrams: Rolhead Piccy London

Telephone: Mayfair 6040 (4 lines)

  
H.M. THE KING

  
H.M. THE QUEEN



### HOOPER & CO. (Coachbuilders), LTD.

AGENTS FOR ALL LEADING MOTOR CARS.

Motor-Body-Builders and Coachbuilders to

HIS MAJESTY THE KING. HER MAJESTY THE QUEEN. H.R.H. THE PRINCE OF WALES. H.R.H. PRINCESS MARY, Vicountess Lascelles. H.R.H. THE DUKE OF CONNAUGHT.	By Appointment.	H.M. THE KING OF SPAIN H.M. THE KING OF SWEDEN. H.I.M. THE EMPEROR OF JAPAN. H.M. THE KING OF EGYPT.	By Appointment
--	--------------------	---	-------------------

54, ST. JAMES'S STREET, PICCADILLY, LONDON, S.W. 1.

  
H.M. THE LATE QUEEN ALEXANDRA

  
H.R.H. PRINCE OF WALES

Kennington Service



(Continued.)

placed a contract for £36,000 to build the bridge. These roads will further help motorists to enjoy their flittings from London to the south by eliminating certain traffic centres that at present they must pass through. But, whether travelling north, south, east, or west, motorists must all co-operate to secure the protection of rural scenery and the amenities of our country towns and villages from disfigurement and injury. In enjoying the beauties of the countryside themselves, they should remember that they must not lessen equal pleasure to others. Easter will be soon with us, and pleasure parties will be many in our woods and other favourite haunts of the tourist. Waste paper and other picnic débris should be cleared away and not left to view. Autographs are hateful desecrations of ancient monuments, and memento-hunters should take care not to indulge their collecting tastes to the detriment of future visitors to such historic places. It is only thoughtlessness that brings about such disfigurements, and, as we know how keen motorists are on preserving our native treasures, these matters are mentioned in order to further their enjoyment of motoring.

#### Labour-Saving Car Fittings.

Bright polished parts are disappearing from the modern motor-car in order to save labour for the owner and the chauffeur. That is why one sees so many all-black lamps in place of silvered ones. But those who like bright parts, in order to embellish further the appearance of their automobiles, will be glad to learn that, like stainless knives, these can be manufactured of materials impervious to the dulling effects of the atmosphere, rain, or snow. In days gone by, much physical effort was expended in swinging engines. Those times are past since the C.A.V. firm first introduced the electric starter for the purpose of saving labour to the driver. To-day C.A.V. starters and electric batteries are a standard equipment on thousands of vehicles of all sizes and descriptions. Improvements in batteries have taken away all



FITTED WITH A TWO DOOR WEYMANN TYPE SALOON BODY: THE 9-15-H.P. RENAULT.



THE "STANDARD" SALOON: A NOTABLE EXAMPLE OF THE CLOSED CARS THAT MANY MOTORISTS PREFER TO THE ALL-WEATHER OR OPEN TYPE.

Less than two years ago a 14-h.p. five-seated saloon of good British make cost at least £450. To-day, taking the 14-28-h.p. "Standard" (here illustrated) as an example, one can be had for £335.

fears of physical weakness in starting the motor, and have induced many elderly folk to take up driving because they know they can depend upon the C.A.V. starter and battery to get the engine going under all circumstances. Similarly, much night driving was shirked in the days of oil lamps, and even acetylene headlights were apt to be troublesome. To-day, all lighting troubles are slight, if any, owing to firms like the Rotax. Their lighting equipment with its easy control and brilliant illumination, founded on the dynamo lighting they had done previously for railway carriages, has saved endless bother and given greater safety to every motorist using cars so equipped. Rotax lighting sets are nowadays fitted on so many makes of cars that the latter-day motorist does not realise the troubles he has missed in the

earlier period of the mechanically-propelled vehicle. Therefore insufficient praise is awarded to these labour-saving accessories. After all, twenty-five years ago there were no closed cars, and motorists needed to be hardy individuals, as well as sportsmen, to take lengthy journeys by road at night time.

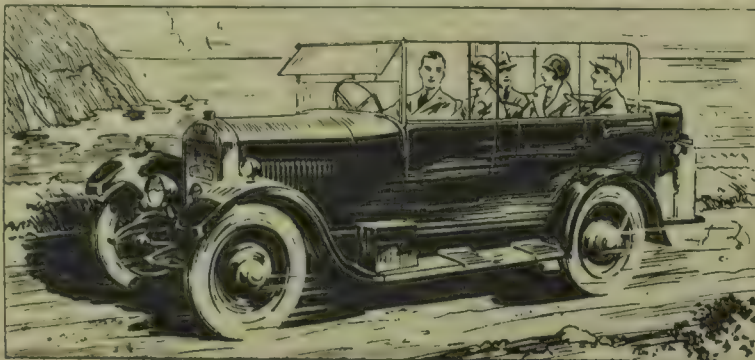
#### Air Cleaners on the Morris.

All Morris commercial motors for overseas are to be fitted with air-cleaners, or filters, to prevent dust and grit of the road being sucked into the carburetter air-intake and so add to the carbonisation of the cylinders. This may be a forerunner of air-cleaners being fitted on private cars of the Morris factory, whether for use in the Colonies and Dominions or at home. Our dustless roads are certainly a large improvement in helping to keep both the car and its occupants cleaner than before the present system of concrete and waterproof highways. Yet in any trip there is quite a lot of dust raised that percolates through the carburetter into the engine notwithstanding, and it is claimed by makers of air-cleaners that this accessory saves car-owners from cleaning or decarbonising their engines so frequently, besides saving fuel. In dusty lands, there can be no doubt

[Continued overleaf.]



"JUNIOR" FOUR-SEATER, £148. 10. 0



"SENIOR" FOUR-SEATER, £220



"SIX" SALOON, £350

## A Car for every purse and purpose



Whichever Singer Model you decide upon you will have the very best car available at the price—the best in appearance, equipment, reliability and comfort. Send a postcard for the 1927 Catalogue, which fully describes the Singer "Family." Singer and Company, Ltd., Coventry. London Showrooms: 202, Gt. Portland St., W.1.



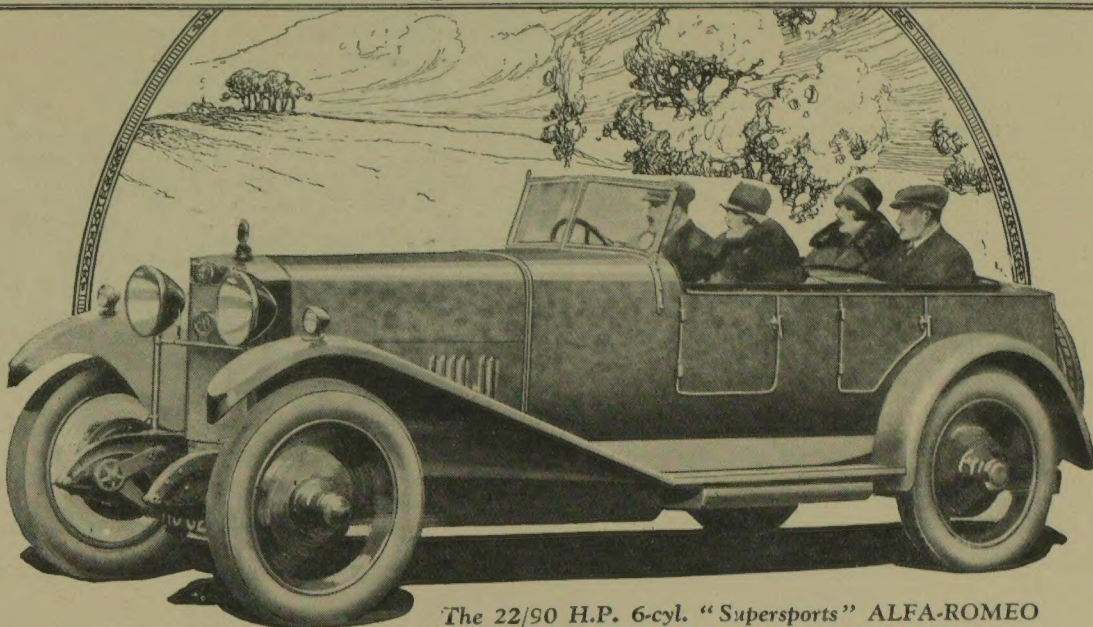
WINNER OF  
WORLD'S CHAMPIONSHIP.  
1925.

THE demands made of the modern car by the connoisseur are exacting.

A medium powered engine capable of transmitting a road speed of 85 m.p.h. or more, acceleration that sends the speedometer needle from 10 m.p.h. to its full limit in less than a minute, effective and smooth braking on all four wheels, finger-light steering and buoyant suspension; these are the qualities required by the motorist in the true sense of the word.

THE 22-90 3-LITRE ALFA ROMEO MEETS THESE DEMANDS WITH EASE AND JUSTIFIES THE CLAIM TO BE THE FINEST SPORTS CAR ON THE ROAD TO-DAY.

*"The world's finest sports car"*



The 22/90 H.P. 6-cyl. "Supersports" ALFA-ROMEO with English Touring Body.

WE SPECIALISE IN PART EXCHANGE.

Full particulars and Illustrated Catalogue may be obtained on application to

**ALFA-ROMEO**  
BRITISH SALES LIMITED

SOLE CONCESSIONAIRES FOR THE UNITED KINGDOM.

54, BAKER STREET, LONDON, W.1.

Telephone: Mayfair 4081. Telegrams: MULIMOTOR, Baker, London.

**MODELS AND PRICES.**

22/90 H.P. 3-litre 6-cylinder chassis	£695
With English Touring Body	£925
21/70 3-litre 6-cylinder Long chassis	£575
With English Touring Body	£795
Other Models with Closed and Open Coachwork available.	

**HOTCHKISS**  
EASY SPEED, SPEEDY EASE.

**ON TOP OF THE WORLD**

and all over the world there are Hotchkiss Cars, some of them as much as 20 years old, and still giving absolute satisfaction. Ring "Mayfair 4224" and arrange a trial run—it is the only way we can really convince you of "Hotchkiss" quality.

Chassis .. ..	£350
6-Seater Tourer ..	£475
Coach-built Saloon	£595
Weymann Saloon ..	£550

Sole Concessionaires:  
**LONDON & PARISIAN Motor Co. Ltd.**  
Phone: MAYFAIR, 4224/5. (Transit: "COROLIO, LONDON")  
87, DAVIES STREET, LONDON, W.1.  
WORKS: NEWCASTLE PLACE, EDGWARE ROAD, LONDON W.2.

*The Pathway of Time is studded with the Jewels of Experience*

**CAV**

**BATTERIES**  
for LIGHTING & STARTING

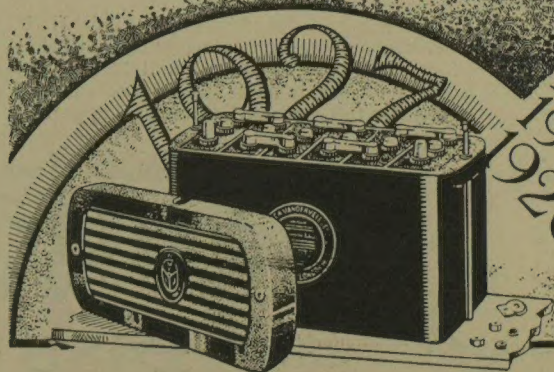
36 years of constant endeavour, of continual research in the laboratory, of tests in the works, and on the road, are all embodied in the present C.A.V. Batteries. The years that are past are studded with various improvements that this experience has revealed. The discerning motorist will realise what this means from his experience, not only of motoring, but of life generally, and knows that extravagant advertising and misleading statements as to capacity are not a satisfactory substitute.

We honestly believe that in the latest C.A.V. production, the multiplate battery with threaded rubber separation in our all-moulded case, we have achieved near perfection but something definitely better than has ever been offered to the public.

**EXAMPLE SIZE:**

The undermentioned size is suitable for the following American Cars—  
Type: 6TW13 .... Price £3-12-0 for Ford, Buick, Chandler, Gray, Hupmobile, Oakland, Studebaker, Essex 1924-1925 and Davis.

Write, 'phone or call for Publication No. 485 which describes, with illustrations, the complete range of C.A.V. Batteries.



Wireless

**ARE YOU INTERESTED?**

Our Radio Department will be pleased to send you particulars of C.A.V. Broadcast Receivers and Components, also Illustrated List on application.

**CAVandervell & Co. Ltd.**  
ACTON, LONDON, W.3

Telephones: Chawick 3801 (Private Branch Exchange).  
Telegrams: "Vanderie, Act, London."

The powerful service organisation at the back of every C.A.V. Battery user is known by this sign

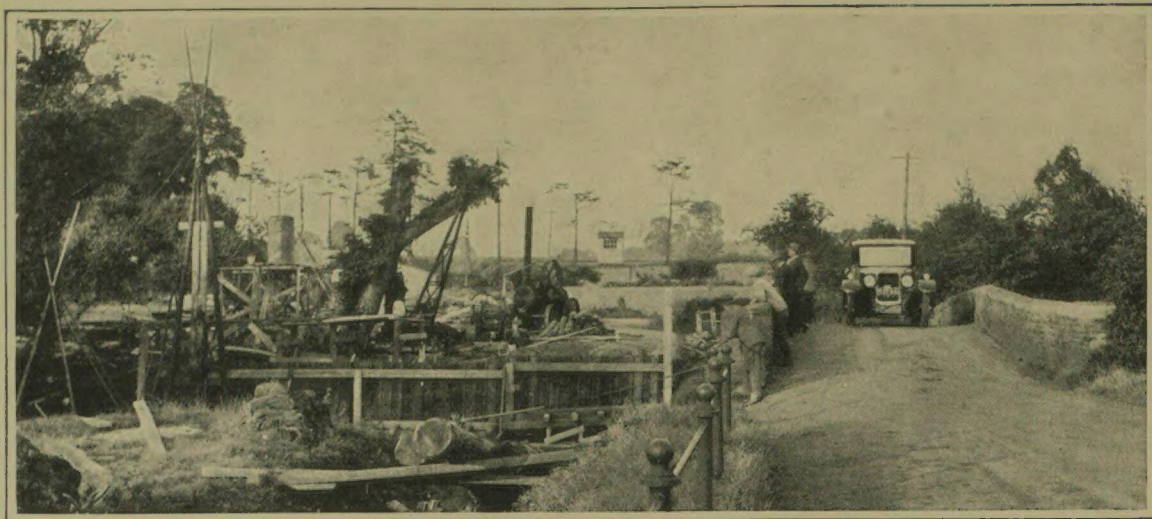


**SALES & SERVICE DEPOTS AT—**  
Birmingham, Manchester, Newcastle, Coventry, Bristol, Leeds, Glasgow, Dublin and Belfast.



*Continued.*

such air-filters are a large benefit in saving choked jets and other troubles. Even in England all our agricultural tractors have air-filters so as to avoid the cloud of dust raised when cultivating the dry soil after March winds choking the carburetter and filling grit into the cylinders. When Mr. Morris produced the 15.9-h.p. Morris-Oxford at the last Olympia Motor Show, one rather expected to see it fitted with an air-cleaner, because this model was primarily built for the overseas trade. As this accessory is being fitted on the commercial Morris, no doubt it will be found in this larger car model in due course. This 15.9-h.p. Morris chassis, fitted with a roomy saloon body, is excellent value at its price of £375, for hard work. It has been built to withstand rough roads and given a four-speed (forward) gear-box, so that the engine can be nursed and the strain relieved over cross-country routes when cart-ruts abound and the surface is not man-made, but as nature formed it. Solid and serviceable are its leading characteristics, and it runs excellently between forty and fifty miles an hour on a smooth highway, although thirty miles an hour is its best touring gait over hill or down dale. An engine-driven tyre-pump is a labour-saving fitting on this car that will be much appreciated in hot climates and in our own. For no one likes the effort of inflating tyres by hand or foot-pump, although only low or medium pressures are used.



A MUCH-NEEDED ROAD-IMPROVEMENT NEAR STRATFORD-ON-AVON: A NEW BRIDGE UNDER CONSTRUCTION BESIDE AN OLD ONE—WHOSE NARROWNESS IS SHOWN BY THE 25-H.P. SIX-CYLINDER SUNBEAM SALOON CROSSING IT.

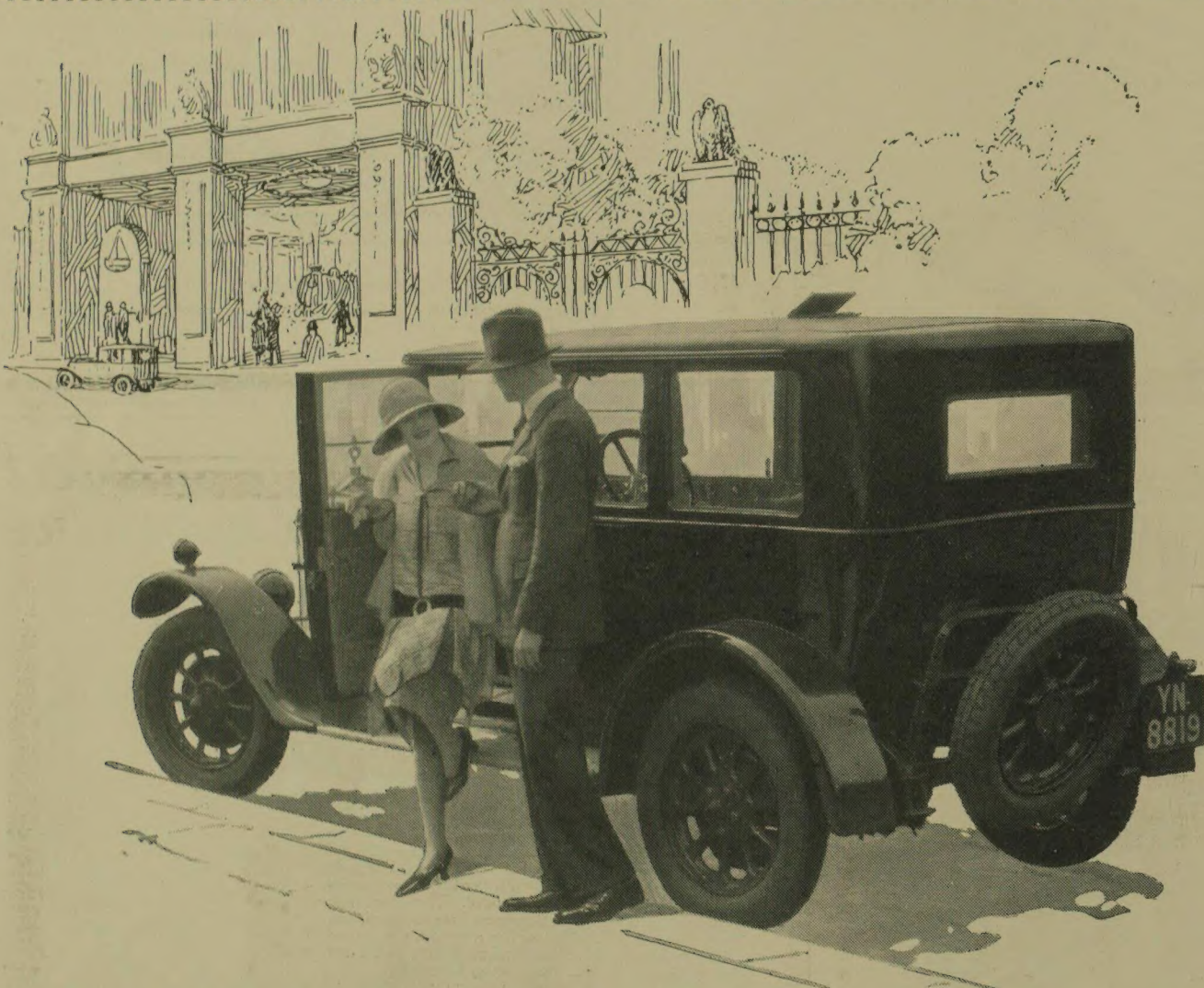
On the road from Stratford-on-Avon to Broadway, the old hump-backed bridge over the Stour at Clifford Chambers is being replaced by a new single-span structure, which will straighten out the awkward bend in the approach. The need of the improvement can be appreciated from the view of the Sunbeam car crossing the narrow old bridge.

#### Long-Distance R.A.C. Trial.

A large party of motorists welcomed the Hon. Victor and Mrs. Bruce on their return to London on March 11, after completing a most strenuous long-distance trial observed by the Royal Automobile Club. Mrs. Bruce drove her six-cylinder A.C. saloon from John o' Groats to Monte Carlo, for the annual rally there. From Monte Carlo on Jan. 28, she again took the wheel, and completed 6220 miles through Italy, Sicily, Tunis, Algeria, Morocco, Casablanca, Gibraltar, Spain and France, where she added another 1000 miles round the Monthéry track at fifty miles an hour. Altogether, Mrs. Bruce drove nearly 9000 miles inside sixty days, a wonderful feat of endurance for a little lady. Both she and her husband stated that the worst roads encountered in this trip were in the south of Italy, and it is marvellous that she withstood the strain of dodging the boulders, pot-holes and obstacles in such a long drive day after day. Some days the rough tracks reduced the pace to eight miles an hour for very long distances, so that it entailed driving many hours to keep to the schedule laid down. She informed the writer that her car fitted her so comfortably, with pneumatic air upholstery and with such excellent steering of the car equipment, that she suffered little fatigue, although some days she drove 600 miles in the twenty-four hours. Dunlop tyres, A.C. Sphinx sparking-plugs, Alford and Alders four-wheel brakes, B.P. spirit, the Gurney Nutting fabric coachwork, the Lucas starter, the Stromberg carburetter, Smith's windscreen-wiper, Wakefield's "Castrol" oil, and the self-controlled air-cushions gave great satisfaction and no real trouble at all, and largely helped her to complete her trip without breakdowns. Driving from John o' Groats to London in twenty-four hours was part of her performance in this long tour—a feat few men would care to do, which is but a sample of her pluck and driving ability.

#### The Junior Car Club Meeting.

Ladies are to be allowed to drive in the Brooklands meeting on April 30 organised by the Junior Car Club, so that the gentle sex cannot complain that they are kept out of the sporting fun of racing. One of the events will be a Junior Grand Prix of fifteen laps over the special Brooklands circuit. This course will comprise the finishing straight and that portion of the track and banking which extends from opposite

*[Continued overleaf.]*

## "NOW do you believe me?"

Some people wonder how a saloon with the luxurious comfort of the Standard "Pall Mall" can be made for £435, and when they have taken a trial run in one they wonder still more.

The 18-36 h.p. 6-cyl. Standard "Pall Mall" Saloon sacrifices nothing to price, in either quality or performance. It is fast; with five up it climbs without effort; it is easy to control and look after; it is very comfortable and roomy. Inside and out, it looks like a £600 car. Yet it is only £435 complete. Write to-day for full information and an appointment for a free trial.

*The All British*  
**Standard**  
18-36 h.p. 6 Cyl. "Pall Mall" Saloon

18-36 h.p. 6-Cylinder  
"Stratford" Tourer  
£315  
Dunlop Tyres

**£435**

All Standard Cars are finished in the Zofelac Cellulose Process. Colours: Red, Blue and Fawn.

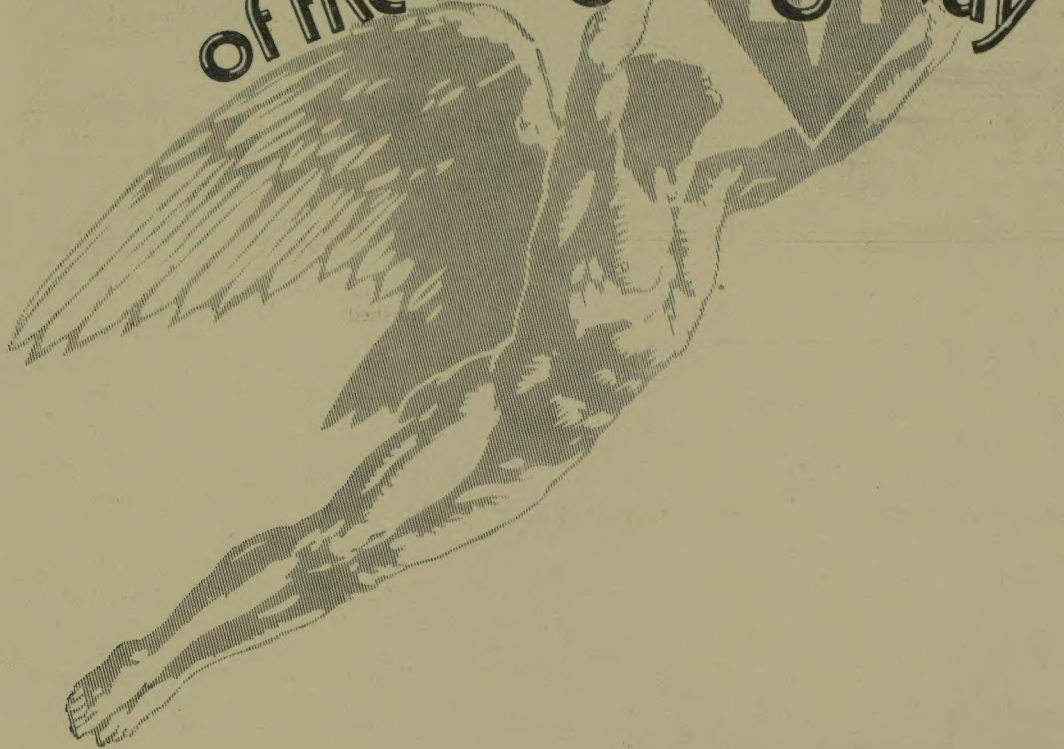
The Standard Motor Co., Ltd., Coventry.  
London Showrooms: 49, Pall Mall, SW1.

Agents everywhere.

"Count  
them  
on the  
Road."



# MASTER of the King's Highway



THE PHRASE MIGHT  
BE ANYONE'S — BUT  
FOR THE FIRST WORD

EVEN in this era of progress there can be but one master in any one sphere — and in the World of Automobiles the master product is unquestionably Alvis.

When considering your next car you *must*, in your own interests, remember that the Alvis is Supreme in all that ensures care-free, luxurious and joyous motoring—and with its wealth of quality, its abundant power, its predominant character, it is the finest Automobile value ever offered the car purchaser. *Its three years' guarantee is a sponsor of its reputation and a definite security for its owner*, for the Alvis car is unquestionably—

**"Master of the King's Highway."**

The Alvis Car and Engineering Co., Ltd.,  
Coventry.

London Distributors:

Henlys Ltd., 91 & 155, Great Portland Street, W.1

A 8 S



THE TOWER—DUFFTOWN.

An historic structure erected over a century ago by one of the Dukes of Fife. The old custom of ringing the curfew is still kept up, and every evening at eight o'clock the tower bell peals forth its ancient warning.



The Hall-Mark of Quality

## GRANTS B.P.



happy combination of  
the Bounty of Nature  
and the Distiller's Art

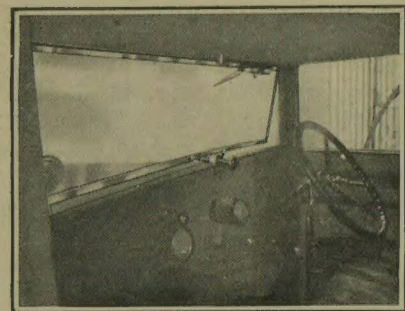
WM. GRANT & SONS, LTD.  
The Glenfiddich and Balvenie.  
Glenlivet Distilleries, Dufftown  
and at  
82, Gordon Street, Glasgow.

London Agents  
for Grant's "Liqueur" Scotch:  
Messrs. HEDGES & BUTLER, LTD.  
Wine Merchants to H.M. The King.  
153, Regent Street, W.1

## ROTAX

### 1927 Type Screen

INCORPORATING WEYMANN PATENT  
DOUBLE EXTENDING LOCK



Opens at bottom sufficient for all ventilation. Supplied with special release attached and side quadrant, so that it can be fully opened if necessary during fog, etc.

The Rotax Patent Single Panel Screen is the new invention in motoring.

Rain, Draught, Rattle, the hitherto unconquerable bugbears of motoring with even the most expensive cars, become things of the past.

Driving Vision is wider and uninterrupted, and cleaning is quicker and easier.

When required the screen is opened or closed instantly by a patent double extending locking device, which, placed conveniently at the bottom of the screen, can be adjusted without interfering with one's driving in the slightest.

This is the Screen motorists of experience have been asking for.

It completely eliminates all the shortcomings of the double screen and looks infinitely smarter!

We shall be happy to give your Coachbuilders the fullest particulars!

Cat. No. 7759 .. .. Price £9.0.0

Cat. No. 7760 (Lock only) Price £1.0.0

ROTAX (MOTOR ACCESSORIES), LTD.  
ROTAX WORKS, Willesden Junction, London, N.W.10  
'Phone: Willesden 2480. 'Grams: "Rodynalite, Phone, London."

SALES & SERVICE DEPOTS AT:  
Belfast, Birmingham, Bristol, Dublin, Leeds, Manchester and Newcastle.



Continued.]

the Vickers shed to the shed at the finishing straight. On the finishing straight there will be the sand banks to be driven round, as in last year's Grand Prix race. There will also be a starting and stopping competition, in which the cars will be sent off in the finishing straight and will be required to turn round the corner at the fork and stop astride a given line. Another race will be for fully equipped touring cars with engines not exceeding 750 c.c., so that "baby" Austin owners can compete, and cars of similar capacity. It will be gathered, therefore, that those who drive and those who like to see racing will have plenty of opportunities to see some interesting events. Also Easter Monday will open the Brooklands racing season with the racing cars pure and simple, which has received an excellent entry, so fast speeds are expected over the newly repaired racing circuit. Thus all tastes in motoring are to be well catered for in enjoyment this spring.

#### Essex Club Six-Hours Race.

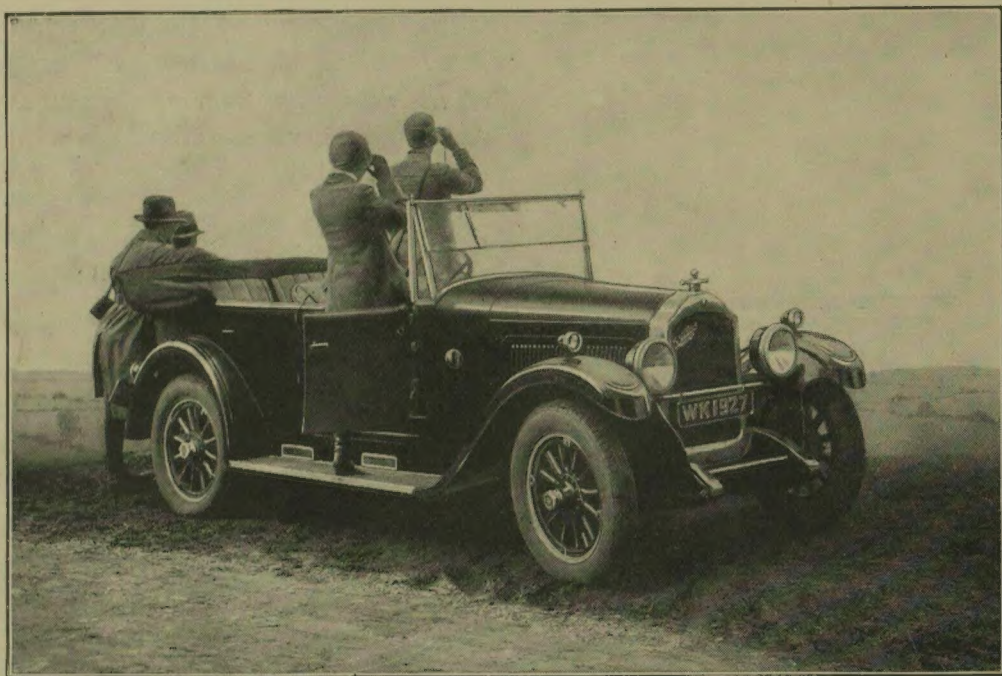
Long-distance runs are getting more popular, and the Essex Motor Club are holding a touring-type sports car race on May 7 at Brooklands that is to last six hours. The cars to compete in the race will be selected by a special committee of the club, inasmuch as every owner making his entry must agree to the condition that his car passes their inspection. This method is quite sound, as it is the intention of the officials to reserve the race for well-known and accepted types of fast touring cars, eliminating anything that even looks like a racing car, whether catalogued for sale by the makers or not. Thus owners of any 30-98-h.p. Vauxhall, three-litre Sunbeam, Bentley, Alfa-Romeo, Sports Amilcar, Salmson, Austin, Frazer-Nash, Aston Martin, Alvis, Lea-Francis, Riley, or other cars of this nature, provided the body is of a touring type, have a good chance of winning a prize. Two awards will be given. One

for the car which covers the greatest mileage over and above a schedule (set as by the twenty-four hours' race at Le Mans) based on the capacity of the engine—the larger the engine the greater the distance it will be scheduled to cover in the six hours; and the other prize for the car actually covering the greatest distance in that time. Also a certain load in ballast will have to be carried in proportion to the engine size. All spares, tools, and equipment, including the jack necessary to change a wheel, have to be carried on the car; and the fuel will be supplied within certain limitations under the eye of the officials so as to prevent "dope" and not touring spirit being used. Only six wheels (two spares) will be allowed to each car, and one of these spares must be left at the filling-up and repair pit so that the pit attendants can change a tyre on that wheel if necessary. With this exception, all work must be carried out by the driver and passenger, but changes of driver and passenger may be made. Another feature of this race is that the competing cars will be left under guard in the paddock at Brooklands for the night before the race, will then be pushed to the starting point with cold engines, and the hoods furled and secured. The drivers and passengers will be lined up some distance from the cars, and at the word "go" will have to run to their machines, put up the hoods, and start the engines with the starter motor only. The scale adopted gives equal chance to every size of car entered, and this race should offer great opportunities to those enthusiastic owners of sports cars to enjoy themselves thoroughly.

#### "NO GENTLEMAN." AT THE ST. MARTIN'S.

IT is an amusing story which Aimée and Philip Stuart tell us under the title of "No Gentleman," and it begins most takingly with its railway carriage scene in which an audaciously unreasonable woman browbeats a man into pocketing his pipe, although the carriage is a smoking carriage. Mr. Owen Nares plays the young man whom his train companion alleges to be without manners, and Miss Athene Seyler is the exacting lady. Obviously we are in for a duel between the pair, decides the shrewd playgoer, and in the first round Mr. Nares has all the men in the audience on his side. The weak point of the play is that neither female nor male spectators can rally to Miss Seyler's support, for really the heroine she has to interpret, notwithstanding all the laughter she provokes, is hopelessly "unsympathetic." She lies, she cheats, she signs a false statement in a legal document, she tears her own honour to pieces for the sake of money, and is calmly unrepentant under any and every exposure. Widow of a rich man who wills his fortune to a nephew should she marry again, she is determined to eat her cake and have it also. Away in Corsica she has made a second marriage which she keeps secret, and thus for a couple of years has kept Jeremy, her first husband's nephew, out of the money to which he is entitled. He tracks her down, but the best he can do is to go shares with this incorrigible liar. Miss Seyler and Mr. Nares find no difficulty in summoning up the necessary vivacity for their many battles of wits; and a Russian actor, Mr. Ranevsky, plays only too faithfully a Russian part. But the gem in the way of acting at the St. Martin's is the performance of Miss Frances Ross-Campbell as a shrewd and motherly Scotch housekeeper. While she is on the stage our interest and laughter cease to be mechanical.

We regret to find that an illustration from Colonel T. E. Lawrence's book, "Revolt in the Desert," published in our issue of March 12, was incorrectly described as a drawing. We learn from the Imperial War Museum that the original is an oil-painting (by Sydney Carline) in the possession of the Museum, and that the copyright belongs to the Crown. The title of the picture is—"The Destruction of the Turkish Transport in the Gorge of the Wadi Fara, Palestine."



## POINT TO POINT

The finer points of a car, as of a horse, are appreciated only by the connoisseur. But to-day we are all connoisseurs of cars and can appreciate the points of the Willys-Knight. The first point is the six-cylinder Silent Knight Sleeve Valve Engine—the engine that never wears out, that improves with use, that has been chosen by experts for Royal Motor Cars in this country and abroad. The second point is the Belflex suspension system, whereby the old metal-to-metal contact of sprung and unsprung parts of the car is superseded by rubber vibration-dampers. No other car in the World has both these points—yet they are both essential to really vibrationless riding. Many other points exclusive to this wonder-car are described and illustrated in the coloured brochure which is waiting to be sent to you.

20 h.p. SALOON £495 ROADSTER or TOURER £395

WILLYS OVERLAND CROSSLEY LTD.

HEATON CHAPEL, STOCKPORT

London Showrooms: Overland  
House, Gt. Portland St., W.1

Export: Heaton Chapel  
Service: Lots Rd., Chelsea

# WILLYS-KNIGHT

SLEEVE VALVE SIX

